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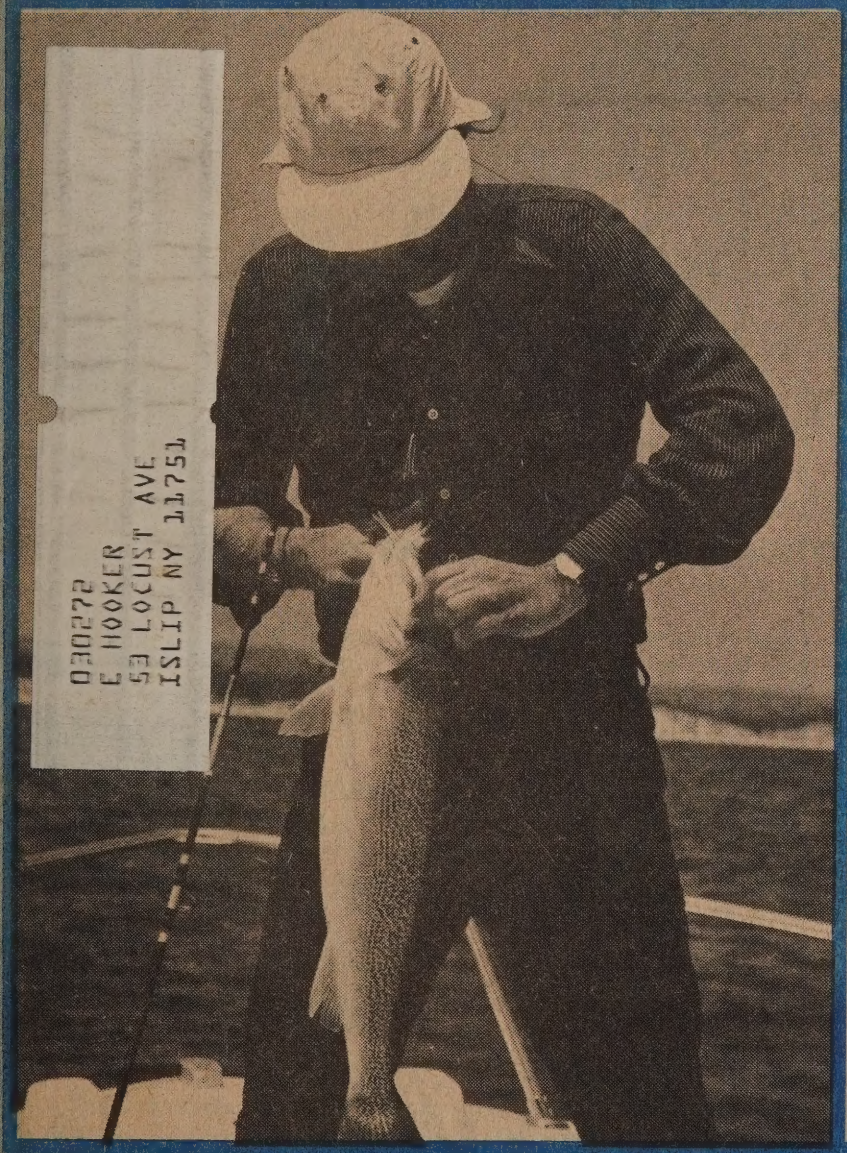
The Long Island FISHERMAN

The Difference Between Just Fishing and Catching Fish!

JANUARY 13th, 1977, ISSUE No. 2



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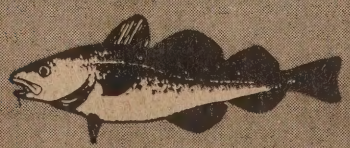

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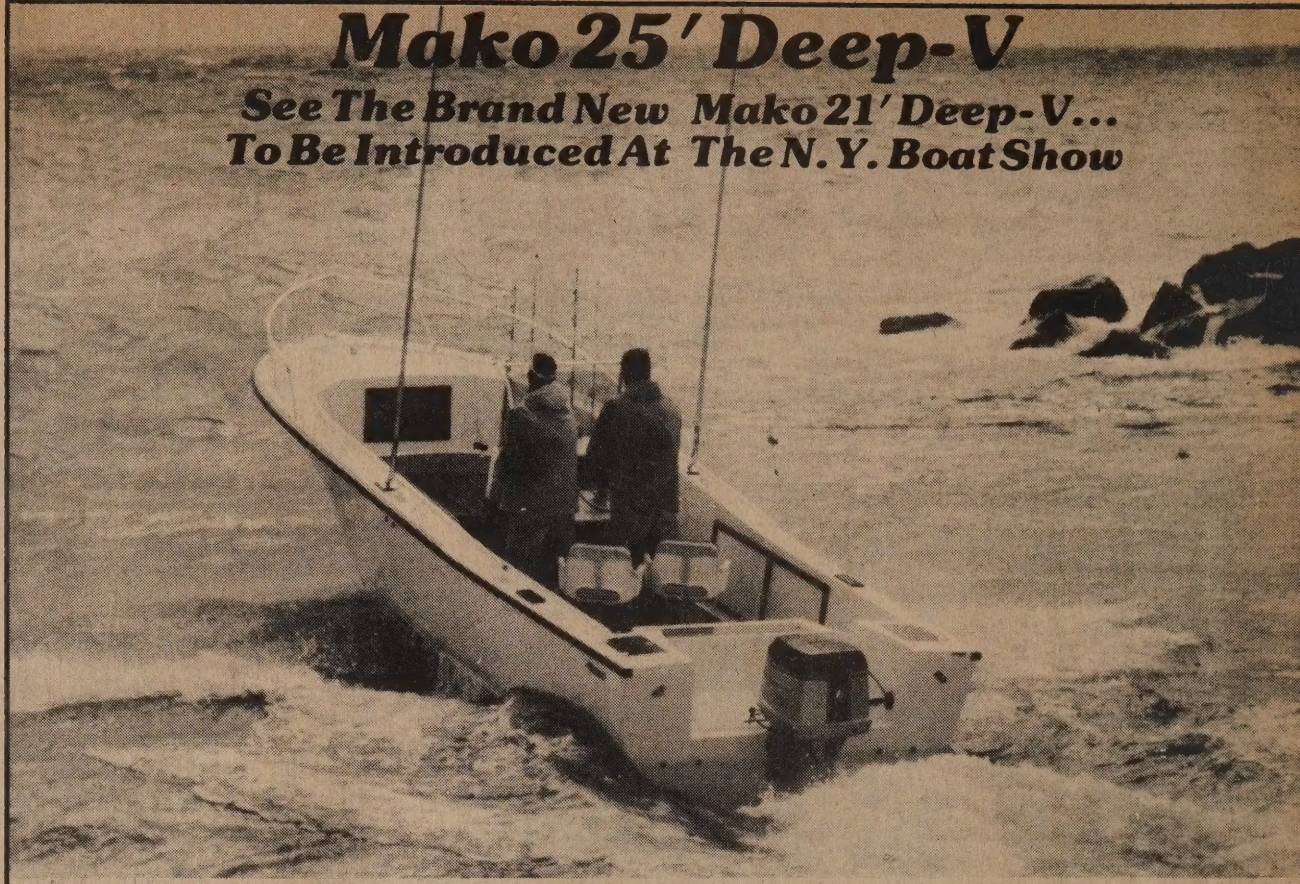

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The Long Island FISHERMAN

The Difference Between Just Fishing and Catching Fish!

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About the Cover—

Dr. William A. Muller unhooks a big "tiderunner" weakfish he caught casting a Tri-Fin Whiptail in the Peconics this past spring. L.I.F. will be on vacation the next two weeks. Next issue is Feb. 3rd.

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Dr. William A. Muller — ASSOCIATE EDITOR
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1977 FISHERMAN'S PACKAGE

Last year I received a Fisherman's Package in the mail because I am a subscriber to your magazine. It had many coupons in it for boats and fishing gear that saved me considerable money, and I was wondering if The Long Island Fisherman was planning on doing the same this year. *Louis Solano, Freeport.*

Yes we are—The Fisherman's Package is a yearly premium that is sent to all L.I.F. subscribers. The 1977 edition of the Fisherman's Package is tentatively scheduled to be mailed out at the end of March. If anyone subscribes after that date, they will also receive a package and their Subscribers Club Card, which entitles the subscriber to discounts on fishing books, classified ads, and other items. The package itself will contain the tide tables for the year, photo submission blank to get your photo published in The Fisherman and more than twenty discount coupons that will save you money on open boats, charter boats, rowboat rentals, bait and tackle, and marine electronics. Watch the pages of L.I.F. for future announcements on the contents of the Fisherman's Package. Scott Simons.

ON SQUID

I am not a subscriber to your magazine but I make it my business to purchase each copy at a local newsstand each and every week and haven't missed one for the past few years. I find that your magazine partially satisfied my appetite for fishing while I'm working during the week in Manhattan. On weekends, I spend my time on my boat which I keep at Sag Harbor, which offers some of the best fishing I have enjoyed so far which brings me to the main reason for writing this letter.

During the summer I have found the waters of Sag Harbor loaded with some beautiful sized squid. My question is what is the simplest method I can use to catch these squid in a great enough abundance to use them as bait and also for eating.

I have found that when I have managed to snag a few of these squid, to use them as bait either cut or whole live, I have caught most of the largest weaks I have seen (12 to 14 pounds) and also a greater quantity of fish. I would appreciate any form of advice you can give me about catching the squid. Thank you and keep up the great job. *P.S. Savarese.*

Squid can be taken in several ways in the Shelter Island—Sag Harbor area

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during May and June. At night these mollusks move close to shore, especially if they are pushed by predators. A strong light and a hand dip net is all the equipment you need to catch them.

You can also suspend a light from your boat into the water. Squid will gather in its beam. Use a very small spoon (about 1/8 to 1/4 oz.) and a light spinning outfit. Paint the spoon white, sharpen the treble hooks to needle points, and cast into the milling squid. Let the spoon flutter. The squid will grasp it. When they do, strike hard and try to snag them in the tentacles. Dr. Wm. A. Muller.

WANTS TO BECOME A SURFCASTER

I wish to thank your magazine for tips on fishing that I found very useful to my friends and I. To go back a little was with your story on blackfishing. I went once and nothing, then I read a copy of L.I.F. and started catching them and it was great fun. They were about 3 pounds off the Magnola St. Pier in Long Beach. Next year I want to get into surfcasting for blues and stripers, so how about some beginner tips on what to do in your future issues. It would be nice to read and try my luck. Right now my fishing ended last month and looking forward to next year. So I want to thank you by this letter for being such a great help to me and many others in this sport where we can relax and enjoy our catches and stories about fishing. *Steven Pryor.*

I'm sure that the novice surfcaster can pick up many, many useful tips on the art of fishing the surf simply by reading the weekly "SurfSide" column and digesting the contents. Rather than sticking to the "basics" of surf fishing, we have directed the four contributing columnists to "SurfSide" to load their articles with advanced methods and techniques so that the individual reader has at his disposal the maximum amount of information available to absorb at his own personal level. I would strongly suggest, however, that the quickest way to success in the surf is to hook your wagon to someone that knows what he's doing and is willing to share his knowledge on a practical level—in other words, learn as you fish, not as your read. There aren't any shortcuts to becoming an accomplished surfcaster.... you have to pay your dues with many fishless hours on the beach, and it is for this reason that many successful men of the surf hesitate to share their hard-earned knowledge with a novice that wants to learn everything overnight. I would suggest that if you are really interested in pounding the beaches and willing to pay your dues, your best bet is to join one of the many surf fishing clubs on Long Island. Just send a brief letter to The Fisherman stating that you want to join a fishing club with your name,

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address and phone number. We'll print your request under the "Club News" banner so that the fishing clubs can contact you directly. Scott Simons.

THE POWER PLANT

I subscribe to Long Island Fisherman. I am interested in some information if you can supply it to me. I read in your issue 49 that in the town of Selden, Ken Freeman at the Angler's Den said the power plant is starting to produce some bass.

I am interested in finding where the "Power Plant" is and where is the "Angler's Den". Is it a fishing club? Are there any regulations at the Power Plant? What lures should I use? Any information will be helpful to me when I get my free lure from my subscription. *William Gluck, Farmingville.*

The hot water coming out of the Northport Power Plant holds bass and a lesser number of other species.

The power plant itself is not accessible to fishermen, but the east shore is. None-the-less, you must cross private property to reach the outflow itself. Some anglers risk it, but of course we do not advise violating the property rights of others.

Many fishermen, however, drive to Crab Meadow Beach. They fish the area from the westside of Crab Meadow Creek to the wood dock when a northwest wind blows. This wind bends the hot water towards the east and at times the Crab Meadow area is productive. Dr. Wm. A. Muller.

Contests & Tournaments

1977 BAY SHORE MAKO TOURNAMENT

The Bay Shore Tuna Club invites all fishing clubs and anglers to participate in the Mako Tournament to be held at Bay Shore on June 25th and June 26th. Entries to be limited to 150 boats, first come, first served. Due to tremendous demand for entries and trying to be fair with all, applications are being accepted as of now. Only one team per club will be allowed.

As in last year's tournament, predesignated club teams will be competing for club prizes and all anglers may compete for individual prizes. Mooring facilities at the Bay Shore Marine will be made available without cost to tournament participants. Due to limited dock space, berths will be assigned on a first come, first served basis.

This year's entry fee will be $90 per

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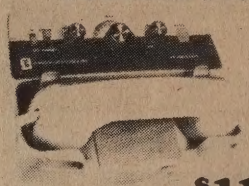

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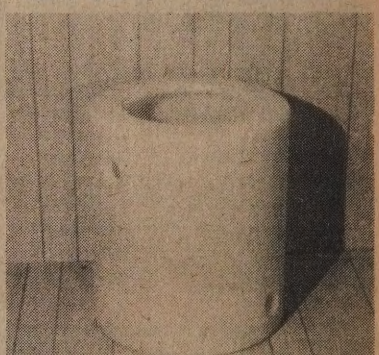

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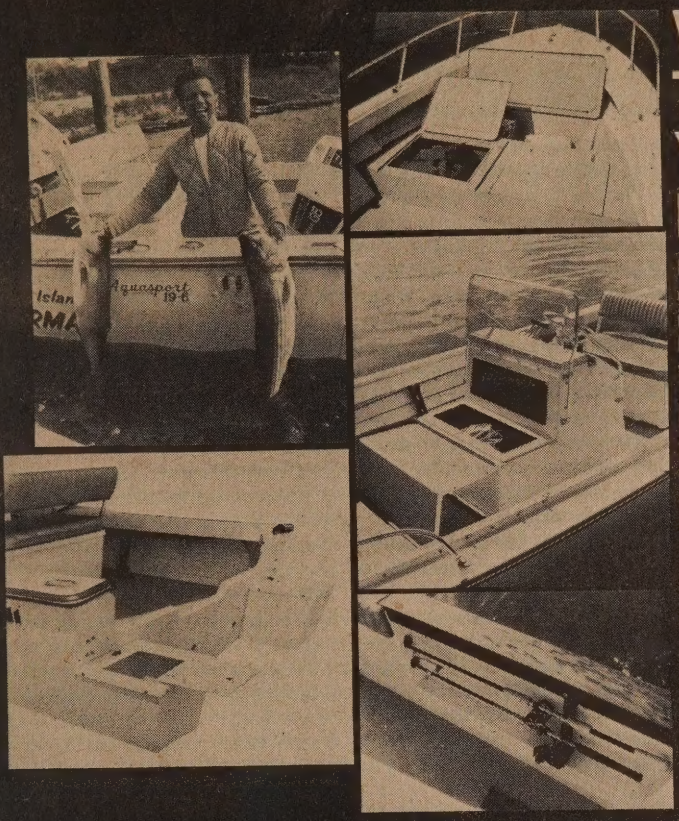

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Maximum bait and chum on boat each day is not to exceed 200 pounds and if any entrant desires to order any additional bait or chum than as provided and included in the entry fee, it will be available on dock. Prices for additional bait and chum will be at prevailing rates payable on delivery.

A meeting of anglers will be held on Friday night, June 24th at Capt. Bill's Anchorage, Ocean Avenue, Bay Shore, New York at 8:00 P.M. sharp. At this time the boat numbers, tournament badges and literature will be distributed. General conduct and questions concerning the tournament and rules will be answered and explained at this time.

For official tournament rules and information concering the tournament, write to Ernie Scheffel, Tournament Chairman at 87 Ocean Avenue, Bay Shore, 11706.

CLUB NEWS

HUNTINGTON ANGLERS CLUB AWARDS

The 1976 Trophy Awards were given out at the Huntington Angler's Club Annual Dinner Dance at the Elk's Club in Huntington on December 4th, 1976. The awards went as follows:

For striped bass from boat award went to Hugh Chancey for a 42 pounder; Bluefish award from a boat went to Bill Collins Sr. for a blue of 16 pounds 12 ounces; bluefish from the surf award went to Joe Locurto for a blue of 16 lbs. 4 oz.; Blackfish also to Joe Locurto for a black of 10 pounds 8 ounces; fluke to Mike Nicoletto for a fluke of 7 lbs. 14 oz.; flounder to Joe McMenoman Sr. for a fish of 2 pounds 14 ounces; weakfish to John Pellegrino for a weak of 8 lbs. 13 oz.; and porty to Marie Locurto for a fish of 3 pounds 12 ounces.

Junior member awards were given out in January to the following:

Bass to Bill Collins Jr for a 50 lb. 2 ouncer; bluefish to Bill Collins Jr for a blue of 13 pounds 8 ounces; blackfish to Ken Ducker Jr. for a black of 9 pounds 6 ounces; weakfish to Ken Ducker Jr. for a weak of 6 pounds 11 ounces and flounder to Joe McMenoman Jr. for a flounder of 2 pounds 5 ounces.

NO. BROOKHAVEN SPORT FISHERMEN'S CLUB NEWS

At the December meeting of the North Brookhaven Sport Fishermens Club Inc., elections were held and the following members were elected to office:

Re-elected President, his third year in office, is Stu Goodman of Rocky Point. Elected Vice President is Glen Just of Yaphank; Treasurer is Dan Marchand of Rocky Point, Recording Sec'y is Harry Lersner of Miller Place, Corresponding Sec'y is Cliff McNamara of Stony Brook, Financial Sec'y is Tom Rinaldi of Port Jefferson Station, Sg. of Arms is Art Knapp of Centereach. Also elected to the office of trustee were Don Meola of Sound Beach, Don D'Apolito of East Setauket, and Lloyd Moore of East Meadow.

Because of very large turn-outs at recent meetings during the later half of 1976, and a growing interest by non members sport fishermen of Long Island, who are welcome at meetings, the N.B.S.F.C. has received permission from the Town of Brookhaven Department of Parks and Recreation to move to larger quarters. The new meeting location of the club will now be the New Shoreham Recreation Center. This center, which was just opened to the public is located on the north side of Rt. 25A, just east of the William Floyd Parkway in Shoreham. Fishemen who are interested in attending meetings from western Suffolk County and Nassau County, can get off at Exit 68 LIE and drive north to the center.

The first meeting of the new year will take place on Monday night, January 10th 1977. At that meeting the color film, Obregon Bass Fishing, will be shown. In this film, lure manufacturer Dick Kotis joins guide Charlie Grey in Mexico, chasing lunker largemouth bass in a new man-made impoundment called Obregon. This lake is considered one of the hottest new fishing holes for bass. Meeting time is 8:00 PM, admission is free.

Other events for the year include the awards dinner, which will take place at the Elk Hotel and Restaurant on the night of January 28th. Also plans call for several charter trips, a family picnic and surf nights.

All Island sportfishermen, both salt and freshwater are invited to attend meetings which are held on the second Monday of each month, all year round. For more information on the N.B.S.F.C. Rocky Point area residents may call 744-6260 and Lake Ronkonkoma residents may call 588-6080.

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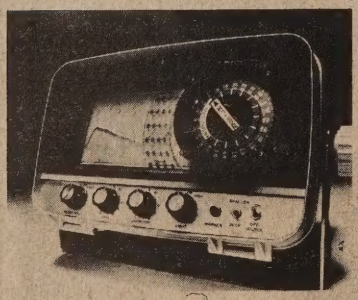

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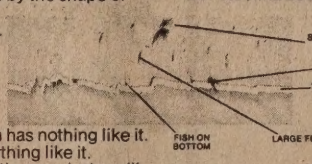

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EDITORIAL

Happy New Year

In this, the Bicentennial Year plus one, it would be a good time to reflect upon the world of sportfishing. To many the future may seem gloomy and yet there is eternal hope spawned from the innate goodness of man to do battle against evil.

Perhaps that's too poetic but it has a grain of truth to it. The first ten years of The Long Island Fisherman have witnessed both elements: the good and the bad. We have seen many problems arise because of greed, injustice, apathy, and hate. Yet, we have seen a trend towards a coordinated concern about our beloved sport and the environment. Sportsmen with the help of sportfishing publications like The Long Island Fisherman and The Saltwater Sportsman and dedicated laymen and numerous legislators, forced the 200-mile limit legislation, PCB controls, The Toxic Substances Control Act, the ban on Kepones, and the short circuiting of The L.I. Sound Bridge.

In 1977 sportsmen seem destined to rally in a cooperative effort to solve even more problems. Commercial and sportfishing interests, often antagonists and the conference table, have joined voices to insure that 200-mile limit management plans are as meaningful as possible. The same is true in the arena of mariculture where both interests have joined in a coalition effort to allow some form of shellfish leasing in Long Island Sound. There are also signs that a number of environmentally slanted groups such as Save Our Stripers, The Striped Bass Fund, The Hudson River Fishermen's Association, and The American League of Anglers will push for habitat protection in 1977.

All of this is good! It is good, not only because these actions will go a long way towards solving some of our problems, but also because the apathy, so long a characteristic of sportfishermen, seems to be vanishing like an extinct animal.

Yes, we are getting it together! Beware those who disdain the marine environment, caution to those who plan to poison our waterways, and prudence to the wanton killers of our fish.

We're watching you, and we'll continue to watch you! The Long Island Fisherman was one of the first to editorialize on the 200-mile limit concept and last year we kept you informed with three editorial up-dates along with considerable discussion in our columns and feature articles. We also stopped what would have been a disastrous saltwater fishing license bill and we have recently offered to serve as a clearing house for information on a saltwater license that would properly serve the needs of our readers. We served on a special D.E.C. committee on shellfish leasing and kept you informed of developments on this front. We also jumped all over kepones, other toxic substances, dwindling access to saltwater fishing, the attempted rival of the Rye-Oyster Bay Bridge, and assorted other topics.

Our readers were clear in their feelings. Thousands wrote to Governor Carey in support of my nomination for the Regional Fisheries Management Councils. Many fishermen showed up at public hearings to make their ideas heard and become active in local movements to protect our precious marine resources.

We, at The Fisherman, think that in many ways 1976 was a good year, even if successful fishing trips may have been few and far between. It was a good year because we have begun to marshall our strength and our energies towards the common enemies of pollution, neglect, poor management, and indifference. We salute our readers in the confidence that we can count on their support in 1977.

Lillian G. Fuller

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Fish Talk
with Dr. W.A. Muller

BLACKFISH
Tautoga Onitis

THE BLACKFISH IS ANOTHER cold-water staple species among the party-boat devotees. The blackfish, or tautog, is a member of the Wrasse family and is a crowd pleaser because it is abundant, grows large, and fights hard. In addition the blackfish can be caught from the beach in fall and late spring as well as from boats the year round.

THE WRASSES (*Labridae*) is one of the largest families of marine fishes. There are almost 500 different species in this group. Strangely, however, only a handful are pursued by sportsmen. In spite of these statistics, one species—blackfish—are among the most popular bottom species.

BLACKFISH RANGE FROM Nova Scotia to South Carolina, but are most abundant from New Jersey to Massachusetts. In southern waters it is called "oysterfish."

BLACKFISH ARE OFTEN not black at all! Some specimens, especially smaller fish and fish that are caught close to shore, may be mottled brown or greenish with vertical blackbars. However, most larger fish and fish taken from deep water will be black, charcoal grey, black and grey or black, brown and white. The belly is usually grey or white and the chin is white.

BLACKFISH CAN CHANGE color somewhat. Specimens will be lighter in color when they feed over light colored bottoms, and darker over black mud and mussel beds.

THESE FISH ARE STOUT with one of the meanest looking sets of crusher teeth in the fish-world. The nose is blunt and the lips are thick. The muscles are tight and powerful, the tail is thick. There is no way that blackfish could be speedsters because the anatomy won't permit it. But when it comes to sheer power, the ability to hold their own in strong currents, the blackfish is put together to handle the job! Hook into even a five (5) pounder and you'll be amazed how difficult it is to move that fish off the bottom. Don't give him his head or that fish will be wedged in a crevice so fast that you'll convince youself that you hung-up without hooking-up!

FRESHWATER BLACKFISH? Some years back, blackfish were found well inland in Nova Scotia. But the fish are still swimming in the briny. Actually, the Tusket River flows in and out of Eel Lake. The double-flow results from the large tides of this area. Therefore, a type of salt water lake is formed and the blackfish have an inland home!

DO YOU CHECK YOUR TACKLE against IGFA rules? Albert Von Kleist didn't and regretted it! On November 30th, 1937 he caught a blackfish that weighed 21 pounds and 2 ounces. His tackle did not comply with IGFA rules

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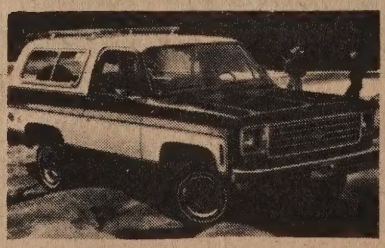

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and he lost a world record!

OTHER BIG BLACKFISH. R.N. Schaefer caught a tautog on June 12, 1954 off Cape May, New Jersey that weighed 21 pounds and 6 ounces. The heaviest blackfish that I know of weighed 22 pounds and 8 ounces and was 36½ inches long! Wow!

THE TAUTOG PREFERS rocky areas because the basic components of its diet are found there. These items include worms, barnacles, crabs, clams, and an occasional baitfish.

BUT OTHER TYPES OF structure are also common hang-outs of the species. Wrecks usually hold a significant body of blackfish, especially if they've been submerged long enough to gather some growth. Piers are good places to try for blacks, and mussel beds should not be overlooked.

TAUTOGS ARE AVAILABLE to surf fishermen around the high tide during late spring and early fall. Blackfish move inshore and offshore in response to changes in water temperature. In May and October when the water is between 55 and 65 degrees F these fish will move close to the beach over rocky terrain.

BUT TAUTOGS DO NOT migrate. They prefer relatively shallow water, less than 100 feet, and will not venture up and down the coast. Instead, they move in and out of bays or inshore-offshore.

WHEN I WAS GROWING UP a fisherman told me that a bergal was a baby blackfish. Although they swim together the bergal is different species—*Tautogolabrus adspersus*.

MORE IN SUBSEQUENT WEEKS.

SINKER BOUNCING

(Continued from page 26.)

openings large enough to enable me to insert a ten-inch length of brass sash chain. An "S" hook was added and its two loops squeezed shut. To this I added a length of nylon Venetian blind cord about thirty feet long.

This length seems to be ideal as it allows me to bounce for flounder in any depth I might find myself fishing. When two are fishing it is best to bounce it between them. Someone is sure to get action. It works wonders, and it beats fooling around dragging the anchor on those cold days.

As for bait, either mussel or soft clam will do. Forget worms. Except for a few small fish, I've never had much luck with them in winter. Mussel will bring more action and they should be brought along if only for their chumming value. Don't forget to jig continuously. You will get few fish on a dead line at this time of year.

While you're waiting for spring flounder fishing to get into the full swing, and if a mild spell comes along, it just might pay to give a little thought to mid-winter flounders. And never mind the snow.

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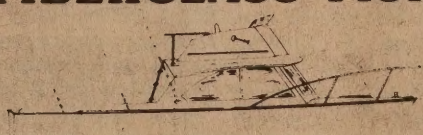

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Surf Side with John Fritz

Reflections on a Bad Year

Editors Note: Complaints of a poor fishing season abound for 1976. I had a fair year, but only on comparison to the general disaster. The first two issues of LIF for 1977 will reveal the opinions of two hard working surf fishermen. If your experiences for '76 were different, please send maps and required tide conditions for your fishin' hole to me. Thanks.

The bicentennial year for the Long Island surfcaster was not one to celebrate or relive with joy or pride throughout these long winter months. While there were warning signs to be heeded concerning the striped bass back in '75, the failure of the blues and weakfish was surprising.

True, a few outstanding catches were made here and there, with some very good sized fish being caught, but prolonged runs failed to develop. Some fish would be taken on one night, possibily on the second or third but that was it. They would go into their disappearing act with no clue as to their return. You either had to stay on the beach and put your time in, which many did without success, or be extremely fortunate to pick the right day to show up, as three friends of mine did for their only trip of the fall to Montauk.

After spending the winter nights at Northport catching bass on plugs using light tackle, I was in no rush to return to the south shore and catch the same size bass on bait using heavy tackle. I do enjoy the change in technique and the daylight fishing enables you to renew old acquaintances. The failure of the spring bass run for the two previous years and the added problem of obtaining and maintaining a supply of worms made me wait until I had some word that the fish were in evidence. Needless to say, that word never arrived so I stayed on the north shore until May 14th. This is one month after the school bass should have showed in the Cedar and Pt. Lookout surf.

It wasn't bass that brought me out of the hot water and back to my normal haunts on the south shore, but weakfish were rumored to be showing in their normal backside areas. The actual results were not much more than the elusive rumors. Our club had a Weakfish Contest around this time with very disappointing results. Well, don't worry we mused, we'll still have the weaks at Shagwong next month.

So it's over to Democrat for some small bass on tin. After several trips with one small rat to show for the effort that quest was given up when word came from Montauk that some fish were caught on the north side.

Some of us practically lived at Montauk for the month of June. For two reasons. First, a few bass and an occasional weak were being taken each night and we all had the expectation that the great fishing of the year before would repeat itself. The second reason was that the large bass that were supposed to hit Cedar in June were also conspicuous by their absence. It seems that the only area where they provided lively action was in Rockaway where they were being taken from the jetties on fresh bunker. Even the tackle busting blues that were an added bonus to our bait fishing for bass were missing. This was one of the unpleasant surprises, for small blues had been plying the waters of Fire Island Inlet back in mid-May, which seemed to indicate that the bluefish would not let us down.

With an ear tuned to the Cedar area and another tuned to the Point, a few tentative trips were made back to the north shore to see what was happening at past hot spots. Hempstead Harbour, Huntington Harbour, Smithtown Bay and the beaches were showing no consistent action. A few fish one night, whereas the following night nothing.

Montauk still seemed to be the best bet. So when our off time permitted, we planted our buggy around the North Bar and waited. Not too much developed. Some teen bass were taken on most nights with an occasional cow thrown in to keep the anticipation at a keen edge. Split Rock bombed out, as did Shagwong for the most part, although I did see a fish in the low forties taken one night just after we missed a flurry of weakfish action. Still the fishing did not come near what we were expecting after the full fishboxes from the previous year.

It is now July and the period of the summer doldrums is fast approaching with nothing resembling a spring run ever taking place. The one pleasant surprise for the year was ahead of us at a time when we least expected to catch decent sized bass, August.

The year so far was such a big disappointment that we almost blew our best opportunity of the year. The first rumors of fish on the "other" side were

dismissed with the comment that it's probably over by now and we missed it again. When these rumors persisted, three of us decided to check it out. We had nothing to lose for one of our favorite summer spots was destroyed with the dredging operation taking place in Fire Island Inlet. On the first night we took a medium sized fish with Steve dropping a bass around twenty just short of the gaff. Subsequent nights produced two fish which tilted the scale at 30 and change, but with mostly teen fish being taken on light tackle.

We were hooked better than our quarry, for we stayed there well into September when we missed three days of fast plugging action along the Gilgo-Jones Beach oceanfront. By the time we made our move it was almost over and I just lucked out with a fish of 19 on the last day of the action.

Towards the close of September our club's beach resident at Montauk called to quietly say that big blues are hitting the sandy beaches on the southside every morning at daybreak. Needless to say it wasn't too many turns on the clock before I was watching the sunrise over acres of busting blues. From the wash to several hundred yards offshore jumbo blues were ruthlessly pursuing the hapless baitfish as only they can.

What a day we were going to enjoy! So what if the haul seiners are sitting down the beach with their big nets. So what if there is a charter boat trolling wire amongst all these fish on top. So what if the gill netter has three nets strung perpendicular to the beach with the shoreside anchor less than a cast from the beach. There is plenty for all. That's what we thought. The S.O.B. in the boat wanted all the fish in his gillnets, so round and round he races at top speed from the breakers to the other end of his nets trying to herd the blues into his snare. So much for our blitz. I don't know how the netter made out but we only managed a few fish before they were spooked.

The next day brought a strong east wind, which kept the netters home, but also scattered the blues for good.

About this time some action seemed to be starting in the vicinity of the Light with bass in the schoolie category and some king-sized blues taking up residence. It lasted for a few nights and then petered out like everything else.

Along about October 3rd the wind started blowing out of the northeast. It blew for three days and during those three days it seemed like the Montauk of old at the North Bar. Conditions were hectic what with the strong winds, hungry surfmen and the close accomodations associated with Montauk in the fall accounting for many tangled lines which understandably caused tempers to flare. This is typical of Montauk fishing with

(Continued on page 29.)

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Cruisers...

"CHANGE ME TO COD!"

or: Admiral Dotty rides again

by Stu Miller

The telephone rings in The Long Island Fisherman office. The ad manager answers. He quickly moves the earpiece a few inches from his ear, as the booming, salty, vibrating voice jolts him awake.

"Change me from blues 7 A.M. and 7 P.M. to porgies and seabass, 6:30 daily!", or "Why didn't I have blue color in my ad!", or "My bill is too high!" Whatever the reason behind the call, you start to sweat a little and you say "Yes," so the voice on the other end won't walk up one side of you and down the other. The minds' eye pictures a mean, great big, fat tugboat Annie, with hairy facial warts, a corn-cob pipe and the temper and muscles of a wild gorilla...'taint so, fellas.

Over the last four years, I've gotten to know the person to whom the voice belongs, and I can tell you, you'd love her, as we at L.I. Fisherman do.

The voice belongs to Dotty Berkowitz, the gal who makes the bank payments on Freeports Starstream II, the big 85' aluminum, open boat, which came out of the builders yard in '74.

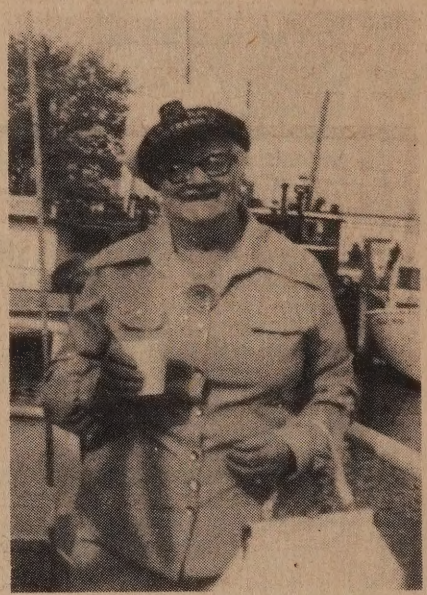
The voice comes out of a sweet face, smooth and soft, perched atop a very slightly plump body that stands about 5' tall. The eyes are blue and very lively and the mind and spirit young and alert. And she is warm—she is a very warm, motherly person.

Dotty was born in Brooklyn 73 years ago (My God—that's 1903!) As one of 5 children she attended P.S. 148 then Eastern District High school. As the family needed money, she started working upon graduation from high school and for 25 years was a supervisor for a N.Y. company, running 5 departments—good practice for her present job. The company folded in 1951 and she then stayed home and nursed her ailing parents and some assorted relatives.

Dotty married Harry Berkowitz in July 1930 and they had been happily married for 37 years, when he died in April 1967, They'd moved into their house in Freeport in 1941.

In 1942, Harry along with a friend, Capt. John Levins purchased their first charter boat and they named it the Capt. Jack. Things went well and soon there was a Capt. Jack II, III, IV, and V. They were all small boats, with one always kept as an open boat.

When John Levins died, Harry and



Dottie hoists one at the christening of the Starstream II in 1974.

Dotty continued the fleet themselves. Capt. Richie Kessinger had been hired to run the open boat and with Harry and hired captains running the charter boats, things ran along pretty smoothly.

When Harry died in '67, Dotty made the decision that she'd carry on the business herself.

"I couldn't see myself sitting home and doing nothing," says Dotty. "Besides, it's what puts bread on my table." She told Richie Kessinger she was going to carry on the business and that he'd remain her Captain on the open boat.

Soon the Capt. Jack VI was added to the fleet, and when Richie and Dotty heard about an 85' wood boat in good condition that was available. they bought it. That was the original Starstream and they kept her for 6 years. Except for repairs and maintenance and inspections the Starstream sailed every day for those 6 years. But there was always something that needed repair or replacement and Richie and Dotty finally decided to have the new aluminum Starstream II built. They had sold all of the small charter boats and now they sold the old Starstream.

After some careful looking around. Capt. Richie Kessinger and Dotty chose Gulfcraft Boat Works of Patterson, La., to build the Starstream II All aluminum and 85 feet long. the cost of the boat came to $200,000. She began sailing from Woodcleft Canal in 1974.

"Richie runs the boat both at the wheel and as what is needed for the boat, as far as equipment, maintenance and repairs," says Dotty, who herself, remains at home and answers the never ending phone calls.

"I tell them how the fishing is, how to get to the boat from where they live and most anything else they want to know. I'm on duty at the phone 7 days a week, 24 hours a day. But I'm always polite and courteous, even if they call at very odd hours, even in the middle of the night."

A Japanese gentleman called one day and Dotty had one hell of a time explaining travel directions to the boat. He kept saying "Yes, yes, understand," but Dotty was certain he wouldn't find the canal, even though he repeated the instructions to her. "If you get there, I'll take you out to dinner", she told him. Capt. Richie the next day called to say that the Japanese man had indeed made the trip. Dotty phoned him and sure enough, she took him out the following week to dinner.

Aside from giving good directions, Dotty runs her house, takes care of her 5 dogs, does all of the corporations paperwork (she is President and Treasurer), pays all the bills, does payroll, etc., etc. Regular payments go out to the bait man, the oil man, Maritime Communications, Wood-Ply Lumber, Maresca's Boatyard, engine parts suppliers and more. Dotty is proud of the fact also that her business and her books are all open and above board.

"I run the business end and Richie runs the boat and the fishing and passenger end. I do a fabulous job." says Dotty, modestly.

The only time she was actually on the new boat was at the christening party while the Starstream II was tied up at the dock on Woodcleft Canal. The reason? Dotty gets seasick. She believes mal-de-mere is all in the mind. One day, years ago, she was on a 30 footer with husband Harry; the creeks, channels, inlet and ocean were all as smooth as glass They'd been past the inlet and well offshore for about an hour, when Dotty suddenly realized they were on the outside. She admits that she immediately heaved over the side. She was fine in the big water 'till she know she was out on it! Then "barfo!"

'I can't even fish in the bay, because 've got to man the phone. If you don't ake care of you business, it will fall apart. I will never let mine fall apart."

Dotty prides herself in her patience and politeness to all who call on the phone. She believes that about ¾ of the business is the people who call and she talks with. Then once on the boat, it's Richie's job to take care of them and find them fish, so they'll be repeat customers. Dotty says that she allows her crew to fish only after all paying fares are taken care of.

She very seldom goes down to Woodcleft Canal, since the boat and its maintenance is handled by Capt. Richie K.

"Richie is like a son to me," says Dotty. "I love him dearly. He takes care of the boat like it was his own." Richie has "carte blanch" from Dotty to have anything done on the boat that he deems necessary, as she wants it A-1 at all times.

Dotty's alternate captains, Chris Specht and Bill Grimley are also very capable and she trusts them emplicitly. In her own words, "I have 3 wonderful captains."

An example of the cost of running the boat is seen in the fuel bills. $350 to $600 per week is normal and up to $1000 per week in the bluefishing months, with 2 trips a day running all over the ocean.

The most unusual and dramatic moment concering her boats occured in 1975 when a Russian trawler picked up one of the Starstream II's anchors in their travel after coming dangerously close and totally ignoring Capt. Richie's hand and radio signals and "vessel anchored" signal. The trawler snagged the anchor and dragged it until the 3/8" cable snapped. Luckily no passengers were injured. The incident got widespread press, radio and TV coverage and Dotty feels it was a big factor in the final passage of the 200 mile limit bill. She even received letters from Pres. Ford and Sec. of State Kessinger regarding the incident.

L.I.F. "Dotty—if you had to do it all over, would you again carry the ball with the boats?"

Dotty: "Absolutely!! Stu, that's what keeps me young! That's what keeps me going! My brother and sister want me to quit and live with them in Fla., but I couldn't sit around in the sun on my fanny and loaf! I'd dry up! I love the work. I love talking to people and it's my livelihood. I have to earn my own living. I have no regrets. I had 37 years of a happy marriage to Harry, have a nice house, a good business, 5 cute dogs and great captains and crew."

"As long as I have my health, I have no problems. I run the phone, pay the bills and run the books. Richie and the crew and me—we are The Starstream II!

I have to laugh—there was one time I was very angry with Richie over some matter. And once, in all the years, that I ever hung up on him. I was so mad. The next night he calls me up and asks, playfully "So what's new??" Dotty lowers her eyes and chuckles. Your reporter can easily see that she feels a deep motherly love for her Captain.

"Later on we were talking"—"Dotty" he says, "You don't love me any more."

"I told him, Richie a mother can have a child she can beat the daylights out of him because he does something bad or he does something wrong—but that doesn't mean that she hates him. Same thing here. Richie—if I got to say something to you I'm going to say it to you—but that doesn't mean I don't love ya."

L.I.F. "What's your favorite fishing magazine. (A slightly loaded question.)

Dotty: "The Long Island Fisherman, ya dummy!"

L.I.F. "Can a mere woman (another loaded question) handle a job such as yours.?"

Dotty: "I can't really speak for other women, but I CAN HANDLE IT! I can do at least as much as a man can do."

When her husband died, Dotty had to

(Continued on page 47.)

PORT of EGYPT

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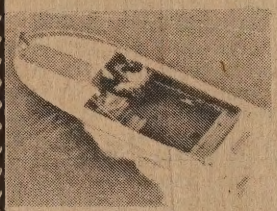
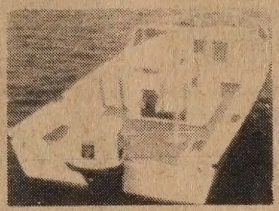
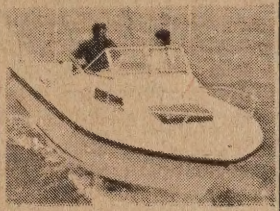

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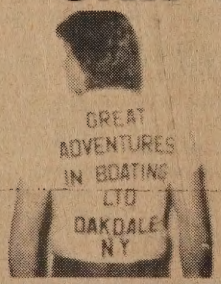

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CONSERVATION COMMENTS *by Al Ristori*

Since this article was written, the U.S. has completed its withdrawal from ICNAF. In a complete turnabout, the State Department made a last minute switch and opted for withdrawal. The National Security Council concured and, as a result, we are out of ICNAF as of January 1. The sudden change in State's position may mean that there is someone in a decision making capacity who is capable of putting American interests ahead of foreign desires—or it may be simply the result of pressures exerted by Congressmen Forsythe, Hughes and Howard (all three New Jersey congressmen contacted President Ford, requesting him to complete the withdrawal) and the joint resolution submitted by the New England and Mid-Atlantic Councils (described below). In any case, it's the second major victory achieved by conservation forces in the past year and a good portent of things to come!

From what I was able to gather at the Dec. 15-16 meeting of the Mid-Atlantic Fisheries Management Council, the ICNAF meetings in the Canary Islands were a total disaster for the United States. As reported here, the State Department assured us that they were going to the Canary Islands with a negotiating position that insisted on ICNAF acceptance of Council control as a condition for withdrawing our previously announced intention to terminate our membership. Not only did our negotiators fail to achieve their stated goal, but they lost a great deal of ground in addition, yet they returned with a recommendation that we remain in ICNAF and subject ourselves to its unreasonable regulations!

To anyone unfamiliar with international negotiations it may be hard to understand how the State Department can go into a conference with a straight flush and get beaten by a pair of deuces. It takes years of training to forget how to say "Hell-no!" A department used to giving away billions of taxpayers dollars isn't likely to blink at the prospect of destroying the fisheries that they aren't responsible for in any case. After a steady round of cocktail parties in such hardship areas as the Canary Islands, it's easy to forget about the little guy back home, instead, take care of the friendly diplomat returning your toast!

During this meeting, (a joint session of the New England and Mid-Atlantic Councils, held at Governors Island), the industry advisors that attended the Canary Islands session reported that they "disagreed with almost everything the government negotiators had agreed to." The industry advisors further deliniated the differences in objectives between themselves (the American commercial fishing industry) and the State Department as follows: "We in industry are seeking quotas which will maximize the potential for rebuilding stocks and, at the same time, minimize the disadvantages to the industry which may be inherent in these quotas. We think this optimum yield situation can result if much foreign fishing is excluded from those areas where it will result in heavy catches of species of interest to U.S. fishermen. This exclusion of the foreigners from all but certain areas—the "window" approach, should also serve to minimize gear conflicts, especially gear conflicts between our fishermen's fixed gear and the foreigner's trawls."

The Department of State, on the other hand, seems less concerned about impacts on the U.S. industry and more concerned about beginning to stabilize the stocks in a way which will minimize economic dislocation of the foreign fleets. The State Department wishes to do this, apparently, to demonstrate to the foreign fishing nations, in what will be our 200 mile zone, that the United States has an even-handed fishery policy for other nations so as better to maintain overall friendly relations with these nations. In other words, what the industry advisors are trying to say in a nice way is that State is continuing to barter away out country's marine resources for other objectives—a position that has led to the present sad state of affairs and which is in direct contravention of both the letter and spirit of the 200 mile limit legislation!

Just how badly things went in the Canary Islands is still somewhat a matter of speculation, as the council members were provided with little factual information by the negotiators. The State Department representative at the meeting (obviously a graduate of that departments "Yalta-Potsdam" course on how to make abject failure sound like victory) presented a rosy picture which discounted all the concerns expressed by the industry advisors and the councils. Nevertheless, it is certain that the mackerel quota, already the subject of bitter debate, has been increased from 55,000 metric tons to 105,000 metric tons! Despite council resolutions (both New England and Mid-Atlantic) calling for no directed fisheries on either mackerel or herring, there will be directed foreign fisheries on both. The revised window areas weren't supplied to us, but industry advisors assure us that they have been considerably expanded and will bring the foreigners both closer inshore and further south.

The increased mackerel quota is sure to stir up resentment among sportfishing interests in the New York-New Jersey area. NMFS northeast regional director, Bill Gordon asserted that the higher quota was based on new stock information. ICNAF scientists feel that this quota will allow for a 6 percent increase in the mackerel population, if environmental conditions are normal. Jake Dykstra, chairman of the Industry Advisors, asked the scientists if their estimates couldn't be off by 20 percent. They admitted that 50 percent could be a more accurate range. In other words, what we're doing is playing Russian Roulette (pun intended) with an already devastated stock. Unless everything goes perfectly, the Russians will have their mackerel and we'll be left holding the empty bag!

The above may sound pretty absurd, but wait a minute, you haven't heard about what a great victory it was. It seems that our negotiators were able to defeat even higher quota proposals. However, if the 105,000 metric ton quota will allow for only a 6 percent increase in the stock, the higher quotas would almost surely lead to even greater depletion of the stock—a position that tells you all you have to know about the ICNAF nations concern for conservation. It's nothing more than "How much we get before the other guys gets it—and still make what we want sound scientifically justified."

What can we do about this? Probably nothing very effective. The decision about ICNAF will be made at the highest levels before the end of the year. That momentus action will be taken by a lame duck administration torn between recommendations from the Departments of Commerce (NMFS) and Transportation (Coast Guard) that we get out, and State's insistance on staying in. Up to this point, the 200 mile battle has been about the only one that State has lost within the administration and the odds seem to favor Dr. Kissinger in this confrontation. Whatever is decided, the new administration and Congress will be stuck with it, as ICNAF is a treaty organization.

Spurred by New England chairman, Hal Lyman, publisher of Saltwater Sportsman, the New England and Mid-Atlantic Councils passed a joint resolution (sponsored by yours truly and seconded by Bill Pell, of Greenport) calling for U.S. withdrawal from ICNAF. The vote was 18-7, with all the opposition coming from the Mid-Atlantic Council. Voting against were Goell, McHugh, and Taormina from New York, Haynie of Va. Rubelmann of Md., Abele of Pa., and Goldman also of Pa. Vice-chairman Eliot Goldman said he only voted against due to a lack of information. We needed, and got his vote the next day on a crucial vote within the Mid-Atlantic Council that could have upset the joint resolution.

Some of the Council members felt they'd been "railroaded" in the joint session and wanted to overide the resolution. Nancy Goell of New York proposed that we simply revert to our original resolution, which would have permitted us to stay in ICNAF—provided that several conditions were met. Basically, those conditions called for the ICNAF nations to submit to Council control of the fisheries.

As chairman Dave Hart of N.J. pointed out, there really wasn't any need to do this as the conditions in the resolution (which he had supported) were obviously not met, and therefore, the only possible interpretation of the resolution was that we should get out of ICNAF under these circumstances. Bill Feinberg of N.J. who wrote the resolution, provided a similar explanation and introduced a motion to table the Goell proposal.

The ICNAF backers continued to insist on a vote to let anyone interpret the original resolution anyway they want to. I stated that I had opposed this resolution originally (see Fisherman, Issue No. 39th, October 14th, '76) simply because it was cumbersome and might be misinterpreted. My straight forward amendment, which called for us to get out of ICNAF unless the other nations agreed to Council control of the fisheries, was defeated on a tie vote at that time. On Dec. 16th, the misinterpretation that I'd predicted two months before came to pass, despite the explanations of both the sponsor and the chairman! I further stated that we were skirting competent to make a decision on ICNAF after four months of involvement, then we'd just been wasting the taxpayers money.

Nevertheless, the vote ended up being on the Feinberg motion to table the Goell motion. The votes to table can be interpreted as being in favor of withdrawal, while those against are probably in favor of remaining in ICNAF.

For the Feinberg Motion were: Hart of N.J. Chairman; Goldman of Pa., Vice-chairman; Feinberg of N.J.; Cookingham of N.J. state; Ristori of N.J.; Savage of Md.; Pell of N.Y.; Lesser of Del.

(Continued on page 46.)

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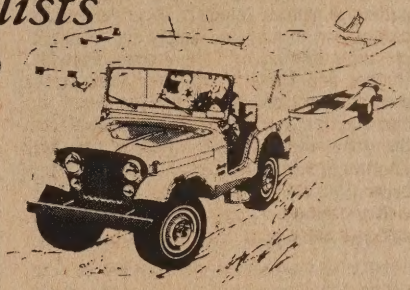

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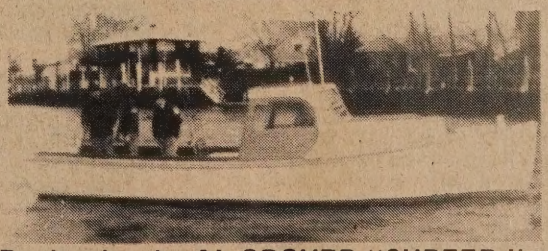

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*AT THE NEW YORK BOAT SHOW

The Trailering Option

by Milt Rosko

The ability to trailer a boat played a major role in selecting the type of boat I would purchase when last winter I first decided that we'd build a custom fishing machine with which we could travel along the seacoast. I had thought about a boat in the 30 to 40 foot range, but then found I would no doubt fall into the pattern so typical of boatmen, of renting a slip and keeping the boat in the same place and doing the same type of fishing, year after year, and infinitum.

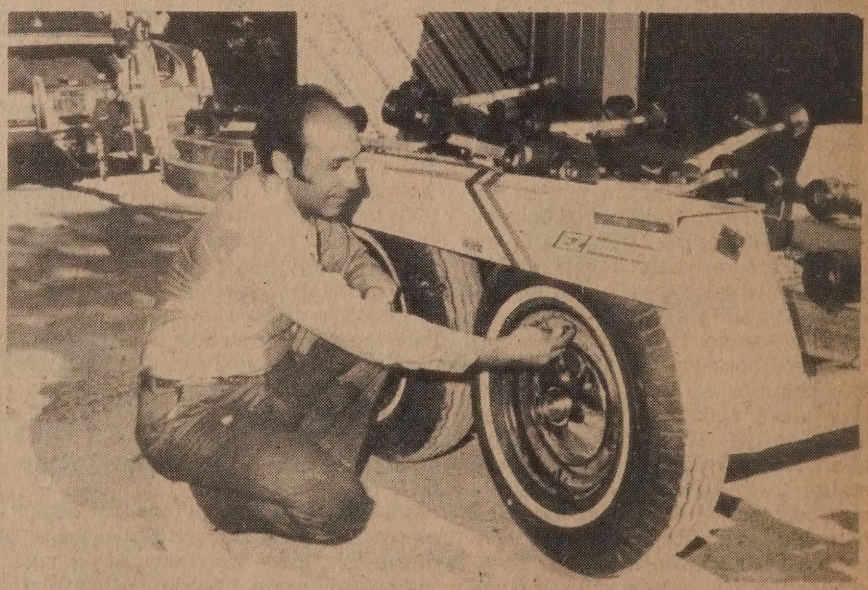
I selected a Wellcraft Airslot 24 foot hull and their unique center cabin configuration, which I later had customized for fishing by Pompanette. But a major consideration was a trailer, and even before the boat was finished in the Sarasota, Florida plant of Wellcraft I had already purchased a trailer.

When I began I knew absolutely nothing about trailers. But thanks to the tutelage of Wes Rose of the New Jersey Boat House in Scotch Plains, my boat and trailer dealer, I soon learned there was more to trailering than buying just any trailer and putting a boat on it. Especially where I would be towing a boat that weighed over 6,000 pounds. I also found there would have to be some work done to the family car, so that it could tow a heavy rig like we planned to build without putting too great a strain on the family car.

As with most everything these days, the selection of trailers available to the boatman was extensive. A systematic look at the various trailers available immediately showed that one had best move cautiously in the selection of a trailer, for there were indeed a wide variety of trailers, and as with most everything these days, you get what you pay for. The economical trailer was just that, and something that would be bound to give you trouble with the passage of time. Clearly, when one looked at the options available, there was only one way to go, and that was to select a quality rig by a major manufacturer. A trailer that would serve its purpose, and do it over a period of many years.

There are, of course, many manufacturers who build top quality trailers, but as with everything else it must come down to your making a decision as to which trailer most effectively will handle your boat and the type of trailering you plan to do. Naturally, a person who plans to just trailer his boat down to the shore in the spring, and keep it in the water all

Here's Bob Rosko about to put the author's 24' Wellcraft into the water. Once released, the boat slides easily on the many rollers of the E-Z Loader trailer. Note sturdy galvanized frame, which insures many years without the need of maintenance. Both the trailer and the boat are kept new and clean by using lots of fresh water to hose down after each trip.



Tire pressure is an important consideration. Note Bearing Buddies just below Sal Porcaro's hand, in the center of the hub cap. Dress up kit on the E-Z Loader is heavy duty aluminum and is ideal as a step when boarding craft.

summer, and then use the trailer to bring the boat home in the fall, doesn't require the kind of trailer that I would need. For I planned to trailer the boat all over, and already it has ranged from Fort Lauderdale, Florida on north to Montauk Long Island, and is used weekly for trips that may range from as few as 30 miles to upwards of a thousand or more miles.

The trailer I selected for my personal use is a 6,000 pound capacity E-Z Loader built in Spokane, Washington. My first consideration in selecting this unit was that it possessed the overall ruggedness that I felt a trailer should have, especially when being called upon to handle a big boat such as I planned to trailer.

Because I use the boat primarily in salt water, I immediately decided that the trailer would have to be galvanized, for I had seen hundreds of painted trailers over the years, and in short order they showed their age as the salt took over, and corrosion and rust deteriorated the trailer. While the galvanize does cost more than a painted trailer, believe me when I say it's the only way to go, and worth the nominal additional investment.

I had the choice of using either a single or tandem axle, both of which could handle the load. I chose the tandem axle simply because should I experience a flat with one tire, I could still continue on, which I felt was a major safety consideration, enabling me to reach a service station and have the tire repaired.

As to the tires, they're standard size automobile tires, as opposed to some of the tiny tires placed on many trailers. With the large tire there is less chance of the tire heating up, for it turns approximately the same number of revolutions as the car tire, whereas the smaller tires are turning twice as many. Because of the load, the tires are heavy duty 8-ply recreational vehicle tires, with white walls to dress up the rig.

Because the wheel bearings are often in salt water, and the grease can easily be washed out, I had four Bearing Buddies included. The Bearing Buddies are filled with grease and it is under spring pressure pushing the grease against the wheel bearings. As a result, by keeping a sufficient amount of grease in each Bearing Buddy you needn't worry about losing a wheel because the wheel bearings were dry.

For years I had watched boatmen attempt to get their boats on and off trailers and experience difficulty simply because there were too few rollers. I never counted the number of rollers on my trailer, but suffice to say it has more rollers than any trailer I've ever seen. Because of this launching and retrieving becomes less of a chore, for the rollers permit the boat to glide on and off freely.

Using a manual when trying to retrieve on a calm day can prove a hardship, but on a rough day it can be chaotic. A Powerwinch employs power from your car bettery and requires little more effort than pulling a lever to slowly but surely pull the boat right up on the trailer with ease. Naturally, if you're about to trailer a small boat this isn't a must item. But believe me the Powerwinch makes it a pleasure after a fun-filled day of fishing to get the boat out of the water and be on your way.

Brakes are an important consideration on a trailer. Each state has different laws governing what size trailers must have brakes, so it wise to check beforehand with your dealer as to local laws. My trailer has hydraulic "surge" brakes, which slow the trailer with a minimum of strain on the car. Indeed, when I apply my car brakes the trailer brakes react simultaneously and I come to a smooth stop, and hardly know that the 6,000 pounds of boat and 1,800 pounds of trailer is behind me.

The brakes also have a feature whereby should the trailer come lose the brakes would be activated and stop the trailer immediately.

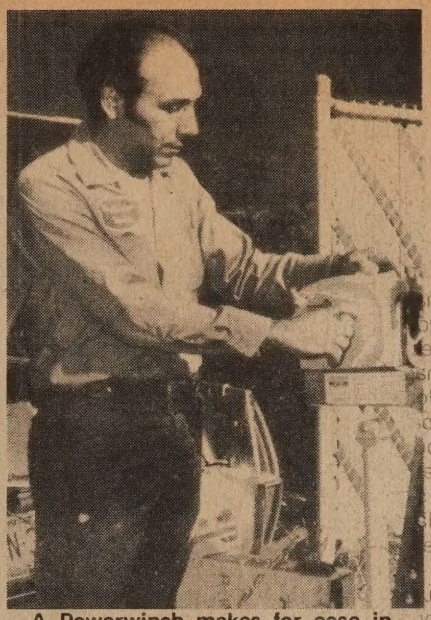
Lighting is important and the trailer has several lights along its side, plus the normal stop lights at the back. The lights were perhaps the only poor quality item on the trailer, and in the spring I plan to replace them with waterproof lights which will not be effected by the corrosive action of salt water.

The trailer has a tongue jack which is geared so that the trailer can be raised and lowered with ease, an important consideration when placing the trailer on the ball of your hitch. My wife, who is a small person, can handle the jack with ease.

I also included a dress up kit on the trailer, primarily because there is a white aluminum, heavy-duty, step that goes over both tires, thus making it quite easy to get aboard the boat. Included also was a pair of heavy duty tie-downs, which hold the boat securely to the trailer via the tow eyes in the transom of the boat.

While selection of the proper trailer is important, it is equally important that the boat be fitted to the trailer properly. Your dealer should mount the boat so the rollers come within a couple of inches of the stern, and so the bow is sufficiently high on the rollers to clear the cross members as the boat is launched and retrieved.

As with trailers there are a wide variety of hitches available to the public. Here too, look for quality, for there is a tremendous amount of weight being placed on the hitch and ball. Trailer hitches are made for each specific car make and model. Some are welded directly to the frame of the car, while others, such as the one I had installed on the car, are bolted on. There are three



A Powerwinch makes for ease in retrieving any size boat. The author's boat weighs 6000 pounds, and is pulled onto the trailer with ease. Here E-Z Loader's Sal Porcaro makes final adjustments to the Powerwinch as he prepares to ship it off to New Jersey Boat House.

classes of hitches popular used by trailer boatmen. The Class I hitch handles loads up to 2,000 pounds, while the Class 2 hitch is rated for weights up to 3,500 pounds and the Class 3 hitch, such as the one I use, is rated for weights up to 10,000 pounds. I have a 2 5/16 inch ball, which is the size prescribed for my particular trailer.

When the trailer is mounted to the hitch a set of two safety chains secure the trailer independantly to the lower segment of the hitch, which is a fine feature.

Tongue weight is the amount of weight exerted on the trailer hitch. The tongue weight of each boat and trailer varies and may be adjusted by moving the boat forward or back on the trailer frame. With some small boats and trailers the tongue weight is only 100 to 200 pounds, but with the bigger class hitches the tongue weights approach 250 to 300 pounds or more. It is extremely important that when mounted for towing the boat and car are parallel with the ground. You shouldn't have the rear of the car and the bow of the boat sagging, or vice versa.

I had air shocks installed on the car, and the overall performance with them on the car has been excellent. Frankly, I didn't let the air pressure down to normal until after the boat was winterized. Although when not trailering, the boat the car was about two inches higher than normal I found it gave me a smooth

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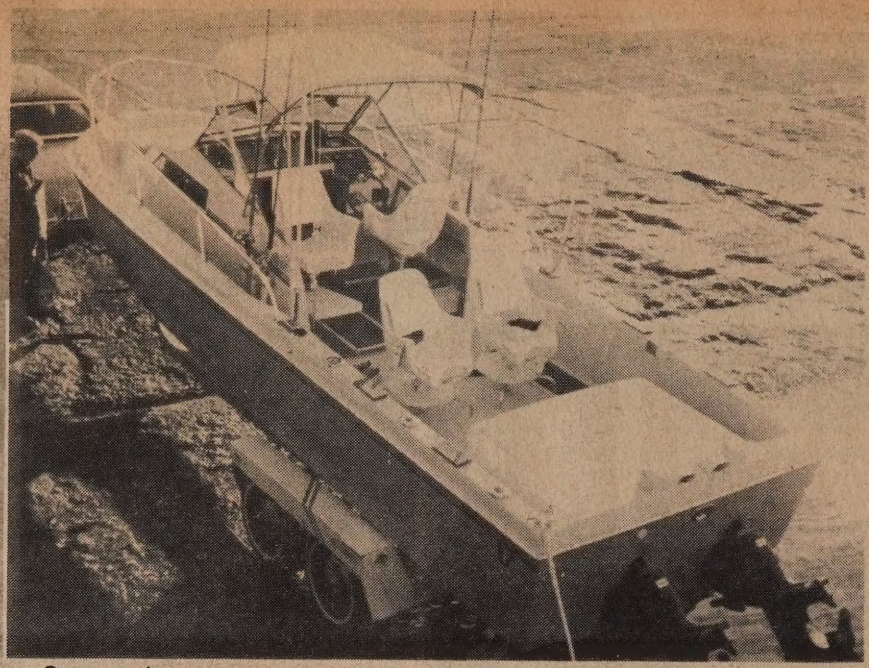
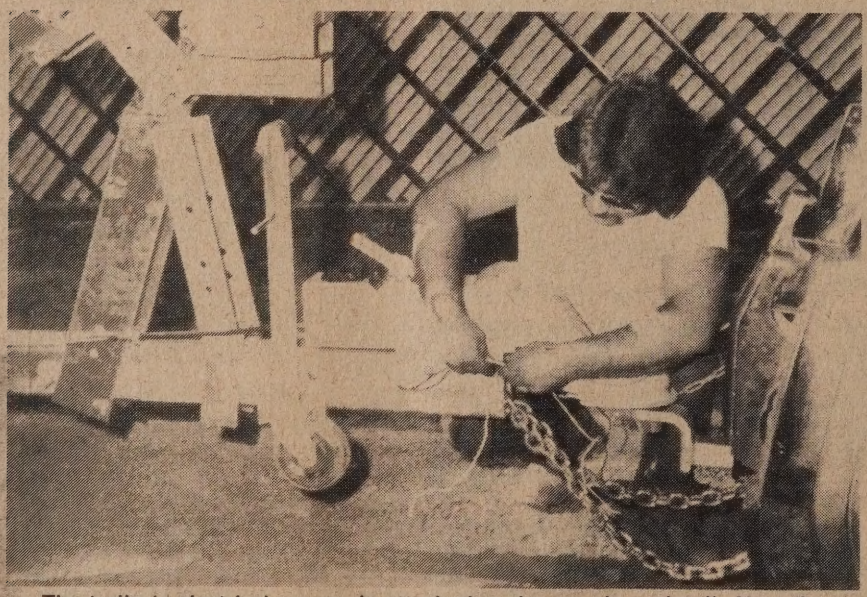


Once you become accustomed to handling the trailer rig you can put a boat like the author's 24' Wellcraft Airslot in and take it out with but one person. Naturally if two people are available it makes it easier, but one person can do the entire job if he does things systematically. Here Bob Rosko handles the bow line as his dad prepares to back the rig down the ramp.



The trailer's electrical system is attached to the car via a pigtail. Note the safety chains which are attached to the car. Tongue jack is easy to operate, enabling you to raise or lower the trailer with ease.

ride regardless of the additional air pressure in the shocks.

To keep the transmission oil from becoming too hot, a transmission cooler was installed in front of the radiator. The trans cooler is much like a miniature radiator, and the transmission oil flows through it and is kept cool, which prevents it from oxidizing or becoming gummy or burned.

I was quite surprised once we got the entire rig put together, complete with the boat on it, and how easy it was to trailer. I must admit that the first day's trailering left me rather wilted, simply because I was nervous, because I wasn't accustomed to having what looked like the "Queen Elizabeth" behind the family car. One might say I was a bit on edge the first time we launched and retrieved too, but after a couple of weeks I was quite surprised at myself and of how easy the rig was to trailer and back up and otherwise maneuver. The advice offered by Wes Rose to me was "just take it easy and you won't have any problems." I have taken it easy and I haven't had any problems.

Sure there have been times when I have had to maneuver a couple of times to position the boat exactly the way I wanted it. One case that comes to mind was when backing into a camping area at the Cape Hatteras National Seashore campgrounds at Oregon Inlet, North Carolina. Each campsite is of limited size, and I had to thread a needle with the rig to get it parked properly. We had arrived after dark and I didn't want to put the boat in the water until the following morning, so we joined the campers and slept aboard right in the middle of all the recreational vehicles and tents. It was fun, but rather hairy when you're trying to park and have half the campground as observers!

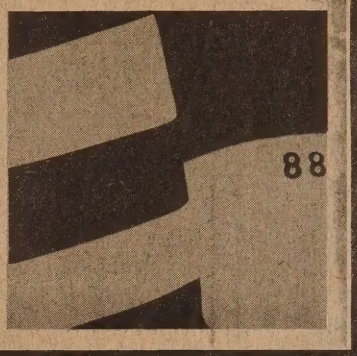
As with everythng one does, once you get accustomed to what you have, you begin to feel comfortable with it. Just towards the end of the striper season we had returned to the ramp at Atlantic Highlands and secured the boat to the float, while we waited on the boat ahead of us to be pulled out. What transpired wasn't funny, but it made us laugh afterwards, but it also made us feel very good about having selected the trailer we did.

As an angler was hand winching up a medium size boat, the shackle attached to the towing eye of the boat broke, and the boat slipped back off the trailer into the water. Once the boat was re-positioned, the frustrated angler decided to tie the winch rope directly to the tow ring. Halfway up, the improperly tied knot slipped, and the boat slid back off again.

Finally tied securely, the boat started up the trailer again, only this time the bolt of the hinged bed of the trailer broke, causing the trailer to collapse. The only alternative was to back the entire rig way back in the water and with the aid of several volunteers to float the boat onto the rig and gradually pull it out.

Eventually the rusted hulk of a trailer was high and dry, with the boat on it, whereupon the angler used what appeared to be a vintage piece of near-rotted manila to secure the boat to the trailer. His stop lights had long since rusted out, and I just shook my head as he drove away. By now there were a half dozen or more boats backed up and waiting to get out.

I backed the trailer down, while Bob guided it on and leaned on the Powerwinch's switch, and up came the "Linda June." Just minutes later we were on our way home, confident that the time we spent planning, checking and learning about trailering a boat had been well worth the effort.



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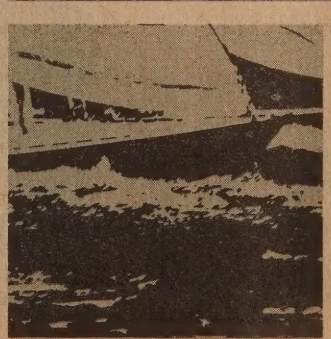


RECORDERS

by Mark Sosin

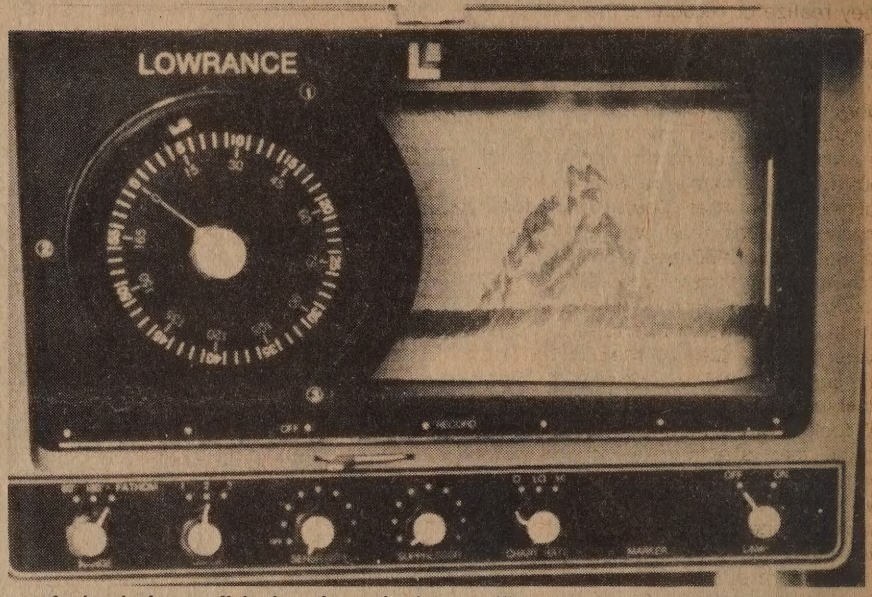
Depth Sounders have undergone a transition. Not only do they feature improved circuitry and more sophisticated designs, but they have vaulted from the obscurity of a luxury to the prominence of a necessity. Whether he fishes fresh water or salt, any serious fisherman is handicapping himself if his boat isn't equipped with at least one depth sounder. Today, the trend is toward multiple units.

The majority of fresh water anglers and some salt water enthusiasts rely on the flasher type of depth sounder. The drawback, of course, is that you must be watching the unit to detect the sudden flash of a fish at mid-depth and you must mentally calculate bottom contour by the rate of depth changes and the type of reading shown on the machine.

Recording depth sounders use a stylus to trace the contour of the bottom and anything in between on graph paper that moves through the machine. This type is the first choice of the salt water fisherman, although it is much more expensive than the simple flasher that slips in a bracket or comes in a "lunch box" for portability. Recording machines come in several price ranges including models tailored for big party boats or commercial fishermen.

All of these units rely on a transducer to send signals in a cone-shaped pattern to the bottom and then read the return. Recently, two companies are beginning to market a scanning sonar in smaller size units that not only read depth and pick up fish, but they will report objects at a given distance and bearing from the hull of your boat. Another innovation is a depth sounder that uses a cathode ray tube to produce a picture similar to the one traced by a stylus on graph paper. The difference is that, like your television set, the picture is not a permanent record and continues to change.

If the transducer is mounted properly, almost all machines will give good readings at slow boat speeds. Problems sometimes develop when a boat is running at cruising speed or flank speed. Many recorders fail to operate properly under those conditions because of water disturbance and poor transducer contact. No matter how well it functions, there is a time delay for a stylus tracing on graph paper and it takes a moment or two for the observer to tell that the picture just



A cloud of gamefish rises from the bottom like a thunderhead. There is no mistaking a concentration of fish like this one.

Marker buoys should always be kept handy. They can be dropped overboard to mark a spot or to serve as a reference point for further explorations.

ainted is of a drop off or of fish.

In buying a depth sounder, make certain that it will work at cruising speed and preferably faster. Some anglers go one step further. They install a digital readout unit that uses light emitting diodes (LED) as a back-up machine. It serves a very specific purpose. Veterans claim that as the boat moves rapidly, the digital readout makes them aware of changing depths almost instantly, whereas it takes a few moments before they realize or recognize the change on the other machines. Most digitals also work well at top speed.

Assuming that your depth sounder is working properly and producing a strong signal, it still takes time to learn to read it accurately. Telling the depth is easy, but as a fisherman, you want to know a lot more than that. Speaking of depth, most machines read within a specific range such as 0-60 feet, 0-360 feet, or in increments such as 0-60, 60-120, 120-180 and so forth. Keep in mind that most of these units will continue to read deeper water than the scale on the dial indicates by simply going around again. On a flashing unit that reads from 0-60 feet, 90 feet of water will appear at the mark for 30 feet (after the flasher has made one complete revolution). If you don't want to mentally add the depth, use marking tape to number the inside of the dial for deeper water.

The more difficult aspects of using a depth sounder are in determing the type of bottom and in picking out schools of fish or single fish. This is obviously easier to do on a recording machine than on a flasher. Looking at a fathometer trace, you can assume that anything above the bottom, at mid-depth, or near the surface is fish. At that point, you must do some interpreting. If the markings appear at two levels, for example, you might figure that the bait is closer to the surface and the predators are down deeper. Both schools might be bait, but this comes with experience in reading the machine.

The toughest area to read is the zone near the bottom. Some markings are caused by echos and others by fish. A good machine will produce quality bottom definition and enable you to read anything a foot or two above. No matter what type of unit you use, it takes a certain amount of confidence before you start drawing conclusions. The approach should be systematic. Try to remember the readings on a flasher type (you have them on a recording machine). If you catch fish, you can then correlate the readings with an actual event. Just because you don't catch fish, however, doesn't mean that the machine is wrong. By the time you got an offering down there, the fish might have moved on or perhaps you didn't give them what they wanted.

Anglers often lose sight of the fact that the machine is reading a narrow cone under the boat. By the time they get a lure down to fisheye level, they may be a distance off the spot where the machine marked the target. There are many variables. One can always rationalize, but depth sounders don't have opinions. They report fact. When an echo appears, something caused it.

Picking out schools of fish is ideal, but more often, the machine is helpful in locating spots that could hold fish. To get the most out of a unit in this type of searching, it is best to correlate the readings with a chart of the area. In fact, you can work from the chart to the machine or the machine to the chart. Let's say you find a spot where the water drops off sharply from an undersea ridge or you want to fish the back side of a reefline. You simply locate the area and get over the high point. Then, while watching the machine, move off until the water drops significantly. If you know the habits of fish, you are well aware that dropoffs are prime locations.

Anything that is different from the surrounding bottom should hold fish. That is what the bass fisherman calls structure and the term applies to any phase of the sport. If it is possible, carry marker buoys with a sinker or shot of lead and enough line to reach the bottom. When you locate the edge of a dropoff or a creek channel (in fresh water) or some other obstruction, drop the marker. You can then work the area carefully, using your machine to give you the necessary readings and the marker as a reference point.

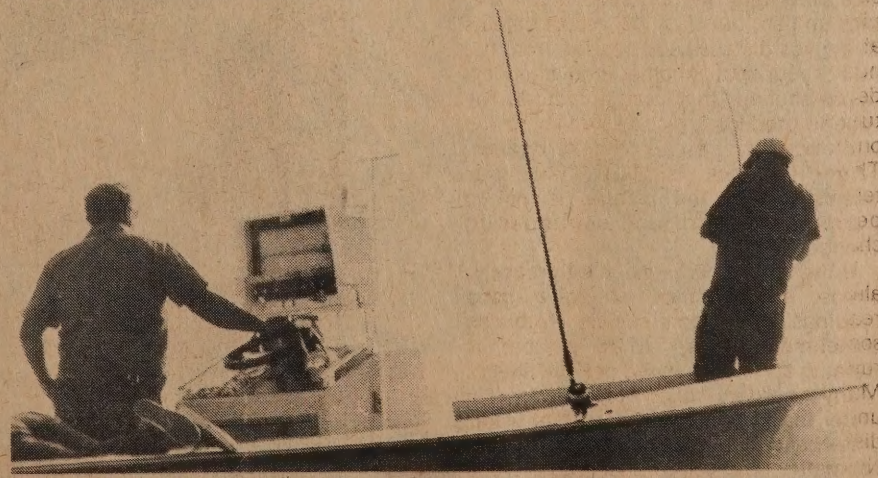
Specialists don't operate at random. They follow a pattern whenever they are searching, moving a little farther in one direction or another on each successive pass. Sometimes they will ease from shallow to deep and on other occasions, they will edge from deep to shallow. The same holds when you locate an obstruction. Move into it and move off it.

The marlin fisherman has learned that when he locates fish at one depth, they may be at the same depth 50 miles up and down the coast. A depth sounder is vital in this type of search. The same basic premise holds for bass in fresh water. You want to find the right depth at which the fish happen to be. Then it is a matter of fishing other spots of the same depth.

A chart of topo map can be used to help anyone learn to read a depth sounder. Simply pick spots that have a certain type of bottom, locate them, and then note the reading on the machine. Try to correlate the data on the chart to the readings. You might want to start by finding various types of bottoms such as mud, sand, and rocks. They will appear one way on a flashing unit and another on a recording depth sounder. Some of the recording machines also have flashers and, while you are performing these instructional exercises, it is a good idea to check the readings on both.

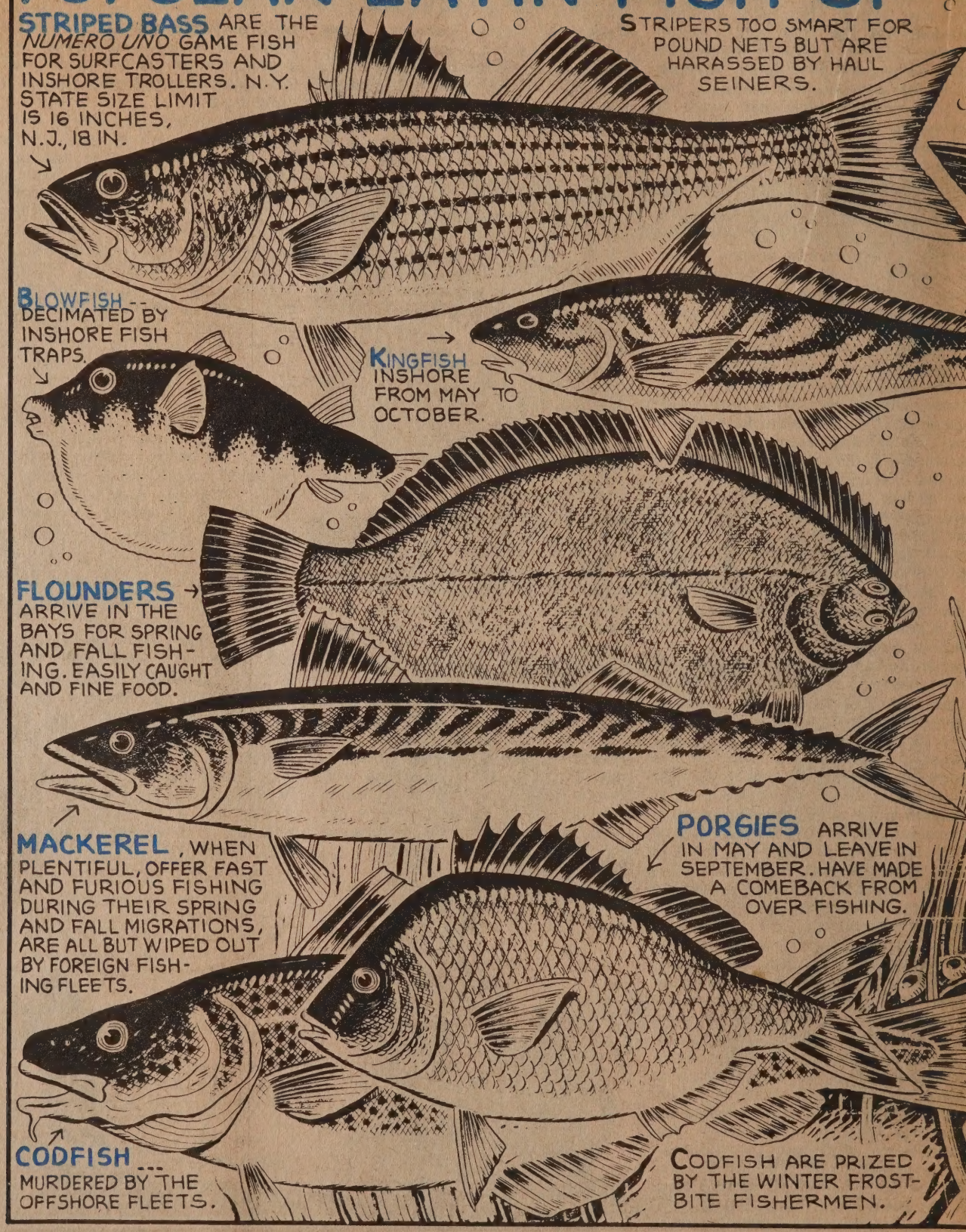
A good depth sounder is a valuable tool, but, like a hammer, it can create miracles in the hands of some and bend nails in the hands of others. What you get out of a depth sounder depends, to a large measure, what you put into learning how to operate it. Unless you develop the necessary confidence, you will discover that half the time you won't even bother to turn it on. The fisherman who cherishes his machine will turn it on before he leaves the dock and it will be the last thing he turns off.

On the other hand, a depth sounder is not the cureall for every angling ill and it is not a guaranteed method of landing fish. Nothing can replace your own knowledge and understanding of the habits and habitats of fish. Used in conjunction with that, a depth sounder will help immeasureably. If you don't have one, now is the time to install a unit on your boat. If you already boast a good machine, take the time to really learn how to operate it.



Even aboard smaller boats, sophisticated recorders are considered a necessity. The bent rod in the bow confirms the reading on the machine.

POPULAR EATIN' FISH OF



STRIPED BASS ARE THE *NUMERO UNO* GAME FISH FOR SURFCASTERS AND INSHORE TROLLERS. N.Y. STATE SIZE LIMIT IS 16 INCHES, N.J., 18 IN.

STRIPERS TOO SMART FOR POUND NETS BUT ARE HARASSED BY HAUL SEINERS.

BLOWFISH -- DECIMATED BY INSHORE FISH TRAPS.

KINGFISH INSHORE FROM MAY TO OCTOBER.

FLOUNDERS ARRIVE IN THE BAYS FOR SPRING AND FALL FISHING. EASILY CAUGHT AND FINE FOOD.

MACKEREL, WHEN PLENTIFUL, OFFER FAST AND FURIOUS FISHING DURING THEIR SPRING AND FALL MIGRATIONS, ARE ALL BUT WIPED OUT BY FOREIGN FISHING FLEETS.

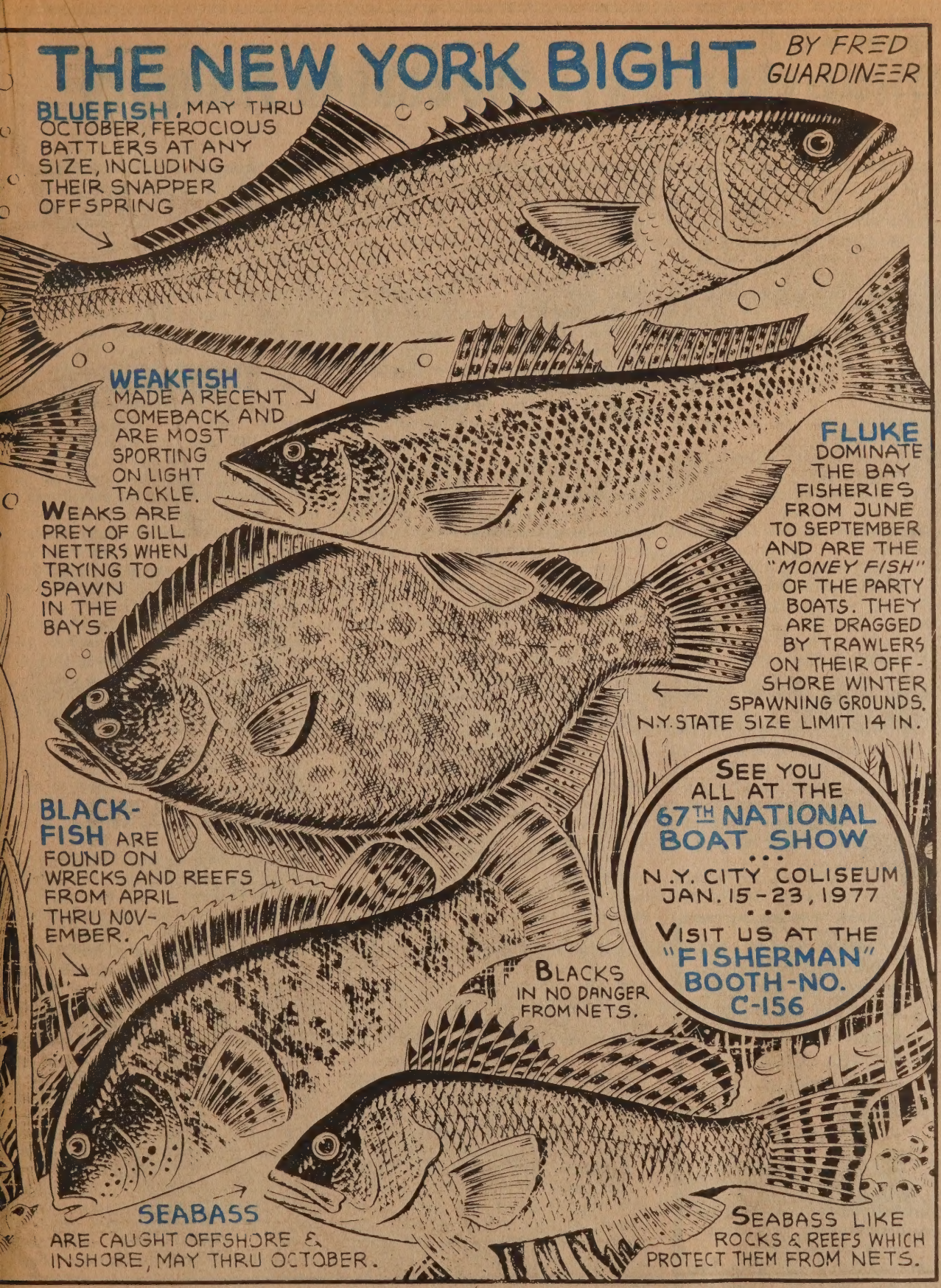
PORGIES ARRIVE IN MAY AND LEAVE IN SEPTEMBER. HAVE MADE A COMEBACK FROM OVER FISHING.

CODFISH ... MURDERED BY THE OFFSHORE FLEETS.

CODFISH ARE PRIZED BY THE WINTER FROST-BITE FISHERMEN.

THE NEW YORK BIGHT

BY FRED GUARDINEER


BLUEFISH, MAY THRU OCTOBER, FEROCIOUS BATTLERS AT ANY SIZE, INCLUDING THEIR SNAPPER OFFSPRING
WEAKFISH MADE A RECENT COMEBACK AND ARE MOST SPORTING ON LIGHT TACKLE.
WEAKS ARE PREY OF GILL NETTERS WHEN TRYING TO SPAWN IN THE BAYS.
FLUKE DOMINATE THE BAY FISHERIES FROM JUNE TO SEPTEMBER AND ARE THE "MONEY FISH" OF THE Pparty BOATS. THEY ARE DRAGGED BY TRAWLERS ON THEIR OFF-SHORE WINTER SPAWNING GROUNDS.
N.Y. STATE SIZE LIMIT 14 IN.
BLACK-FISH ARE FOUND ON WRECKS AND REEFS FROM APRIL THRU NOV-EMBER.
BLACKS IN NO DANGER FROM NETS.
SEABASS ARE CAUGHT OFFSHORE & INSHORE, MAY THRU OCTOBER.
SEABASS LIKE ROCKS & REEFS WHICH PROTECT THEM FROM NETS.

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SNOWBOUND FLOUNDER

Here it was, the last week of January, and damn cold. I was satisfied to stick close to a warm house, content to bask in the memory of last year's fishing trips. To say I was willing to await Washington's Birthday before gambling a bit or two for some late winter flounder was to put it mildly.

But all that changed when Al Dunn called right after supper one evening and said the magic words.

"Do you feel like trying flounders tomorrow?"

"Not on your life, nut. Where you calling from Florida?"

"It's supposed to warm up and I know where I can get a skiff."

"I heard that weather report, too," I replied. "That means snow."

"Exactly. It'll be warmer. Meet me at the usual place."

Before I could object, he hung up. Al's a good guy, although maybe a little nutty when it comes to fishing; but then, what dedicated fisherman isn't? Well, I thought, might as well go. It wouldn't be nice on my part to disappoint a fishing buddy. And besides, didn't the freezer hold a container of soft clam for just such emergencies? Heh-heh.

So I met Al at our meeting place close by the Shinnecock Fishing Station. The sky was overcast and it certainly was warmer; but a light breeze from the northeast told me what to expect. If it didn't snow on the change of tide, I'd give up fishing and take up some sane sport like golf.

Pretty soon Al came put-putting from the east side of the bay and I handed him my tackle and hopped aboard. I immediately noticed a half basket of bank mussels and a pint jar containing some that had been pre-shucked.

"Came well-prepared I see," said I, dumping the jar's contents on the bait board.

"Just like a Boy Scout," he replied. "Picked 'em right after New Year's Day and been keeping them in the garage waiting for a break in the weather. Not a dead one in the bunch."

While I baited up my two number nine Chestertowns, Al headed the skiff for the grounds off the Shinnecock Coast Guard Station. The mud bottom here is exceptionally gooey in spots and often produces some good flounder fishing in early November. Although for mid-winter flounder fishing, I prefer deeper water than the area offers. It was as good a place as any to start.

I felt the cold pretty much while under way. As I sat huddled with my back to the wind, I noticed that because he took the full brunt of the cold air, Al had lost some of his cheerfulness. I wasn't the only one having second thoughts. If the fish didn't bite, I knew there wouldn't be too much persuasion needed on my part to abort the trip. But when we slowed down near the grounds, the lessening force of the wind actually made us feel warmer. And when I got the anchor over, the temperature seemed to be quite comfortable. There was not little, if any wind stirring.

One of my hooks held a mussel bait, and the other, a succulent slice of soft clam. I would leave it to the fish to decide which bait they preferred. Al shunned my soft clam and put his faith in mussel for starters.

I find that during winter, it is always best to jig and attempt to set the hook on the lift. This is because the fish are semi-dormant and sluggish and seldom accept bait that is lying quietly on the bottom. For best results, they should be coaxed to the bait. Therefore, when I felt my sinker hit bottom, I began to jig with slight lifts of the rod tip. Every dozen or so jigs, I raised the rig a foot or so off bottom, feeling for our first flounder.

It paid off, for in less than five minutes I brought our first flounder aboard—a thin, mud-streaked fish about a half pound. Al caught a throw-back soon after, and then missed one. We waited for more action without success. It appeared that the fish were "sleeping" in their blanket of mud.

Al reeled in. "Throw over that little buoy, Matt. We'll drag the anchor through the mud. Maybe that'll get them moving."

I did so, then broke the anchor free so that it would skim through the mud, and Al made several choice circles in reverse, dragging the weight through the area. He then allowed the skiff to settle close by the buoy. We began fishing again, jigging all the while and putting plenty of action into it. Al was rewarded with a double-header and I got a single.

Now that the fish appeared to be free-swimming, we started chumming with cracked whole mussel and began to pick away at the fish. I noticed, though, that when we slacked off on the chum, the fish followed suit. It began to snow about that time, and in a half-hour we could no longer see the Ponquogue Bridge. But we didn't care—the fish were biting.

Because the weather worsened continuously as the morning progressed, we only fished about three hours. Shinnecock Bay is no mill pond by the way. But we had nailed fifteen good keepers in that time, fish ranging from one half to three-quarter pounds. We also had numerous throw-backs, plus two fair-sized white perch which fell victim to the clam bait and were returned to the water. I noticed, too, that the largest flounder were caught on soft clam. All in all, we didn't do too badly.

Driving home through the snow, I realized that given the same conditions, we could probably go out the next day and catch just as many fish. We hadn't made plans to do that, but I knew that all it took at this time of year was a break in the weather and proper fishing methods. Unquestionably, the fish would respond.

For interested fishermen, and for what it's worth, I find that besides having the proper bait for this mid-winter fishing, it is important to have some means of rousting the fish out of the mud. It isn't until March when the fish feed on their own.

Realizing this, that evening I immediately set to making a bottom bouncer from a short length of two-inch lead pipe. The lower end was crimped over and I poured about two inches of molten lead inside for extra weight. When it cooled, I drilled a hole completely through both sides of the open end about a half inch below the lip. I made the

(Continued on page 11.)

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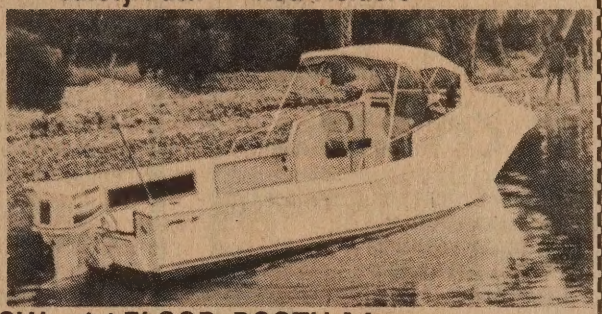

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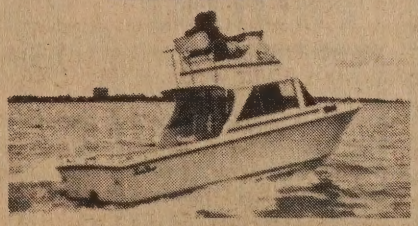

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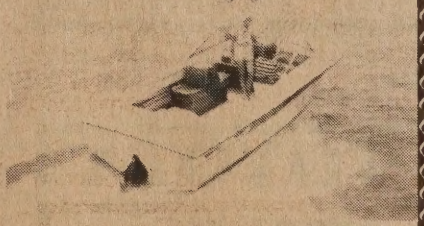

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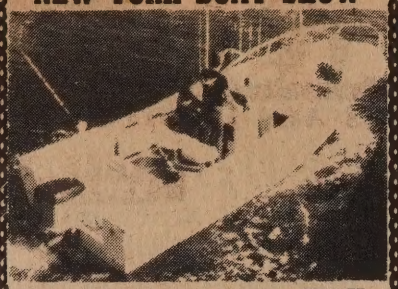

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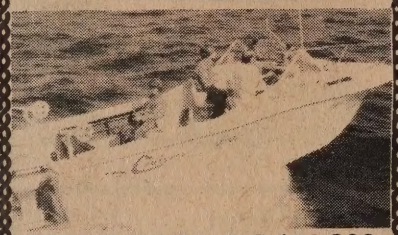

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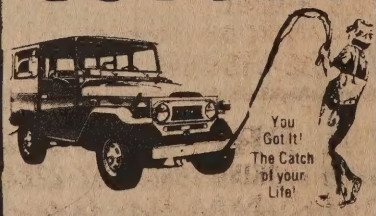

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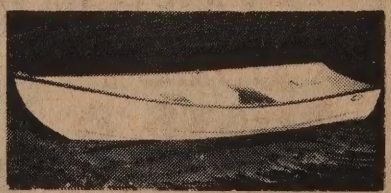

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SURFSIDE: BAD SCENE

(Continued from page 13.)

fishermen when the fish are hitting the beaches in force, but incidents occured this fall for which there is no excuse. Plug bags were stolen, lines cut with expensive bottle plugs lost and plugs taken from rods resting in bumper rod holders.

Appealing to these thieves' conscience will do no good, but let them be warned that if they are caught doing their sneak act they can expect to be in for a bad time.

Now that this is off my chest let's get back to the fishing scene.

On Tuesday, October 5th, North Bar was the setting of wild daylight fishing, with one major problem. All the fish were being taken from one spot, the point of the bar. Naturally a confined area such as this can accomodate only so many bodies at any given time. Those who couldn't or wouldn't push their way in to partake of the action waited for a time to fish with the thought that the night was coming and the crowds would disperse into the darkness. After all, the fish have been here for two nights now. Nice thought but wrong, by the time of night-tide the fish were gone.

Before we left for ten days at Nantucket, Sal beached a pair of twenties using eels at Cedar which we mistakenly took to be the fall run for this area.

Back from Nantucket on October 26th, after leaving loads of big fish at Great Point, we learned that the fishing on the home scene has been lousy but there are some bass and blues being taken on plugs at Robert Moses.

Of course that petered out when we arrived there, except for a 30 pound goosefish snagged by Don, and that seemed to be the last gasp of a dying season.

Eels were taking very few fish, calls to Johnny Kronuch or from the "Butcher" at the Point brought the advice to stay home. The expected run of small bass and or large blues at Democrat in November didn't develop. The north shore? Forget it, except for talk of a few bass around Wading River or some big blues further east on bait.

With the bitter cold and biting winds prevailing during this period it was difficult maintaining the desire to seek fish that were almost non-existant. The quest for some kind of action led back to the power plant in Northport. This at least did not fail for the small bass were back again hopefully to provide a few tight lines throughout the long stagnant winter months.

April will herald the beginning of our annual quest with all it's attendant expectations. Let's hope and pray that '77 shows an upsurge in the quantity, if not quality, of the bass, blues and weaks. The big three for the surf fisherman.

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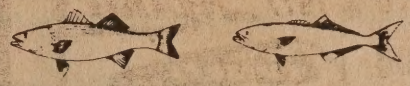

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FISHING SCHOOL

The Babylon Tuna Club will sponsor its seventh annual fishing school beginning with registration on Tuesday, January 25th, 1977 at the Veterans of Foreign Wars Hall, Long Island Avenue, Deer Park (½ mile west of Deer Park Avenue) at 8:00 P.M. On registration night there will be demonstrations of lure making, discussions on tagging, inlet navigation and displays of mounted fish. Coffee will be served. The course program will start on February 1st, and run 6 consecutive Tuesday nights.

The fishing school consists of a series of 6 lectures and demonstrations given by experienced fishermen, marine biologists and marine electronic specialists. The course program will cover fishing for both inshore and offshore species, and marine ecology. Demonstrations, at each session, will teach the students the tying of basic rigs, knot tying, line splicing, wire line, surge lure making and marine electronics. The topics covered will be of interest to both the beginner and the experienced fisherman, with questions and discussions encouraged.

Fee for the school will be $10, ages 18 and under for $5, and special rates can be arranged for schools and groups. For additional information call Bob Hunt at 516 242-3821.

FISHING COURSE

The Squadron Anglers of Massapequa will be giving their fishing course at two locations. The first is at Kennedy High School on Bellmore Avenue in Bellmore. Lecture and registration for this course will be on Tuesday night, Feb. 1 or register by mail through the High School.

The second will be given at Seaford High School on Seamans Road, Seaford. Registration for this course will be from Jan. 10 to 13. First lecture is on Wednesday, Jan. 19th. Courses will cover all species and methods of fishing for types caught locally. There is a $15 registration fee. Those who bring a clipping of this release will receive a $3 discount. These courses consist of 8 lectures and a film on the great white shark.

LONG ISLAND SALT WATER FISHING COURSE

You are invited to attend the Long Island Salt Water Fishing and Safety Courses sponsored by Flotilla 13-4 to be held in Woodmere Junior High School North on Peninsula Boulevard which is west of Mill Road. Class will meet on

Thursdays from 8 P.M. to 10 P.M. starting February 3rd.

Registration will take place on Feb. 3rd at 7:30 P.M. at the first class, or you may register at Hewlett-Woodmere High School Cafeteria January 18th and 20th. A charge of $10 will be made to cover cost of course materials and honariums.

COURSE OUTLINE

Feb. 3rd—What to fish for and when to fish for it. Lecturer will be Chet Zawacki who is Associate Aquatic Biologist at Stony Brook Univ.; Sports Fisherman,and expert Aqua Lung Photographer. Subject will be all about fish, identifications, natural baits, basic techniques, rigs, the ABC's of L.I. fishing, hook and line match-ups and color slides will be shown.

On Feb. 10th—Striped Bass. Lecturer will be Richard Mermon who is Rep. of Shakespeare Corp, author of "Live Baiting the Striped Bass," lecturer and sports fishing expert. Subject will entail how to rig up and catch a striped bass, (bluefish, weakfish) using live bait all year; surf or boat. Knots, ties, tackle, gaff and fishing techniques. Slides and demonstrations will be shown.

Feb. 17th—How to save time, gas and catch the big ones. Lecturer will be Al Ristori who is Rep. of Garcia Corp, internationally reknown fishing specialist, author, lecturer and sportsman. Subject will include fluke, weakfish, stripers, bluefish, tuna, sharks, fish spotting, tackle, casting, artificial and natural baits, hooks and rigging up and color slides will be shown.

March 3rd—"Mr. Striper"—Long Island's best. Lecturer will be Ron Lepper who is Captain of the "Kim", south shore fishing expert and popular lecturer. Subject will include when and where to fish, special sea-crets, how to rig-up, when, wire, tackle, tide and time of day. Lure placement and demonstrations will be had.

March 10th—Blues and....Lecturer will be Oscar Amoroso who is open boat and charter skipper in New York and Gloucester expert fisherman, fluke, blues, tuna and shark. Subject will include how to rig-up and catch blues with all types of bait. Special spots and tricks of the "Hot-shots" for blues, tuna and fluke.

March 17th—Practical Knot Tying—Safety first for the fisherman. Lecturer will be V. Commander Curcio. Subject will include How to tie: hook line and sinker, leads and lure, practical easy steps and How to fish and boat safely with special emphasis to the most common accidents fishermen related. Demonstrations

P.S. Plus Robert Selwyn noted fly fisherman will demonstrate fresh water fly fishing for salt water fish.

In addition, safety instructors of the United States Coast Guard Auxiliary Flotilla 13-4 will introduce student fishermen to basic boating, safety, boat handling, legal requirements on small boats, rules of the road, aids to navigation and fish cookery.

For pre-registration or for information call 516 374-1991 or write: U.S.C.G. Auxiliary Fishing Chairman, c/o Topal, 928 Northfield Road, Woodmere, NY 11598.

L.I.B.B.A.
OPERATION CHRISTMAS TREE

Long Island Beach Buggy Association along with Great South Beach Mobile Sportsfishermen and many individuals not related to any organization, will be placing unsold Christmas trees in the sand dunes at Smith's Point Park, Shirely. These Christmas trees are being placed to prevent the erosion caused by wind, rain, tides, etc. Both LIBBA and GSBMS are conservation groups interested in preserving the natural resources of Long Island.

Operation Christmas Tree will be held January 8, 9, 15, 16, 22, and 23. All interested public should call Joyce Thayer after 5 P.M. at 516-751-2423, or Tom Kehlenbeck, President at 289-7545.

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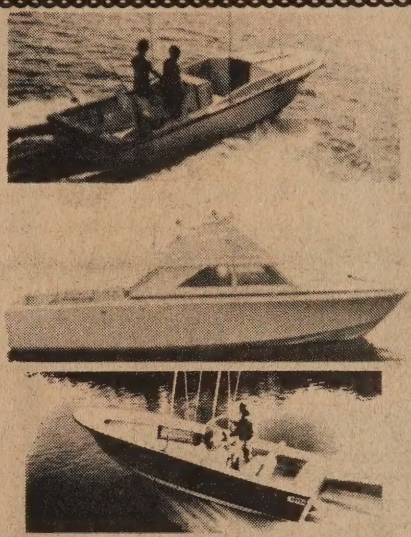

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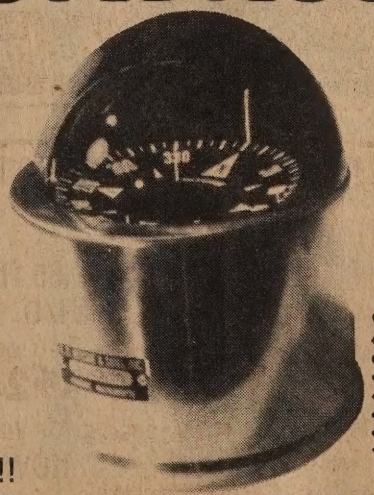

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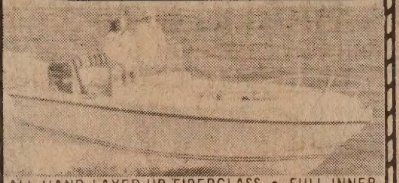

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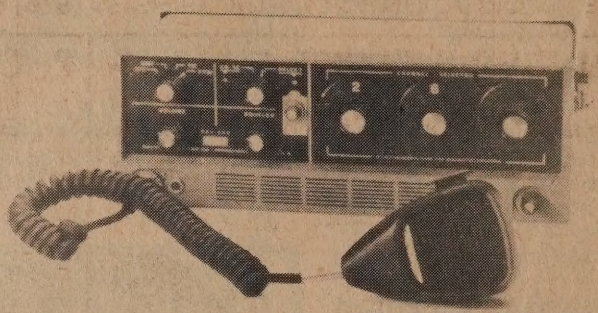

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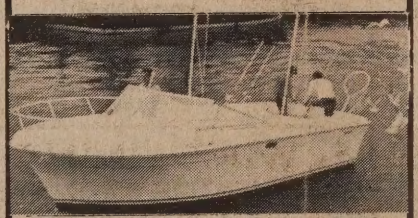

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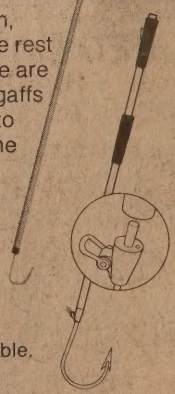

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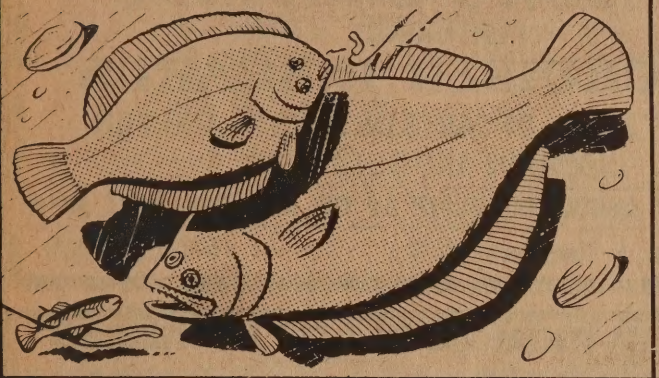
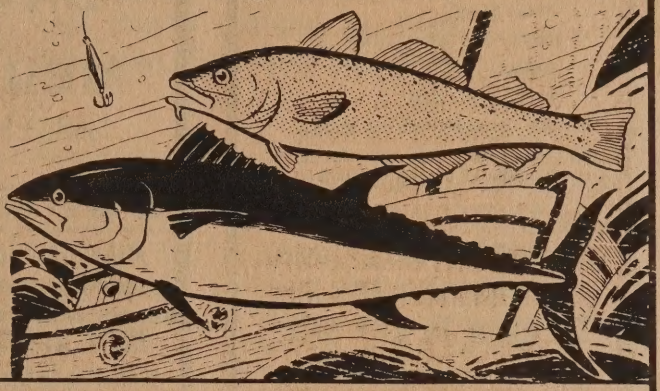
1. FLOUNDER & FLUKE FISHING

(FEB. 1) DEMONSTRATIONS OF FLUKE AND FLOUNDER RIGS, TACKLE & KNOTS.



2. COD, TUNA, MARLIN & WRECK

(FEB. 8) FISHING - USE OF LORAN & ELECTRONICS, BILL FISH & CODFISH RIGS.

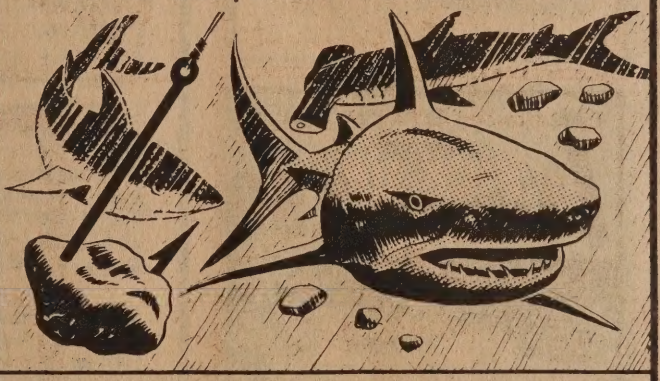


3. WEAKFISH & BLACKFISH

(FEB. 15) WEAKFISH RIGS, BLACKFISH TACKLE, SURFCASTING BAIT & LURES.

4. SHARK FISHING - BAIT & RIGS

(FEB. 22) SPLICING LINES, SPECIES AVAILABLE, CHUM AND EQUIPMENT.

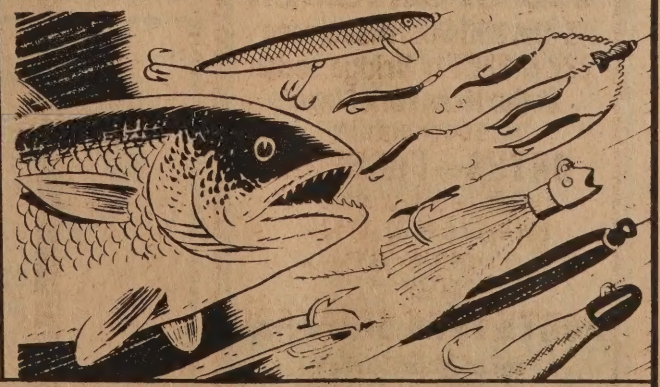


5. STRIPED BASS & BASS RIGS

(MAR. 1) CHUMMING AND LIVE BAIT METHODS, CASTING & TROLLING LURES.

6. BLUEFISH & WIRE LINING

(MAR. 8) UMBRELLA RIGS, TROLLING, CHUMMING, BASS & SURGE TUBE LURES.



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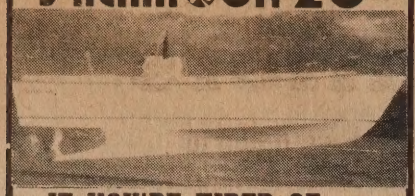

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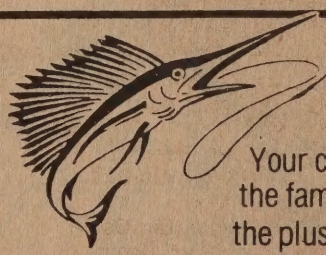

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AN OPPORTUNITY To Assist Your Editors

At The Long Island Fisherman we occasionally have questions we'd like to ask our readers. It's important to you and to us, that we know more about your interests in fishing, equipment, conservation and content of The Fisherman. Please help by filling out the questionaire below. We'll be very grateful. All information will be kept strictly confidential. Mail completed questionaire to Long Island Fisherman, P.O. Box 143, Deer Park, N.Y. 11729.

What is your favorite type of fishing?
- ☐ Party Boat
- ☐ Charter Boat
- ☐ Surf
- ☐ Jetty
- ☐ Freshwater
- ☒ Small Boat
- ☐ Other

How many hours do you spend in this type of fishing? .....

What species do you pursue? (List 3.)
STRIPED BASS
BLUES
WEAKFISH

How long have you been fishing?
2 YEARS

What is your age? 35

What is your occupation?
SELF EMPLOYED

How much money do you spend on fishing pursuits? List individually:
Tackle .....
Bait .....
Boat Rentals .....
Travel .....
other .....

What time of year are you most active?
FALL

Do you travel outside your local area to fish? ☒ Yes ☐ No
If yes, where? MONTAUK

0. Do you fish both fresh & salt water?
..... % Fresh 100 % Salt

1. Do you own your own boat? YES

2. If so, what size category is it?
- ☐ under 17 ft.
- ☒ 17 to 25 ft.
- ☐ 25 to 35 ft.
- ☐ 35 ft. & up

13. Do you intend to purchase a boat in the next 12 months? ☐ Yes ☒ No

14. If yes, what type?.....

15. What type of power?
- ☐ Outboard
- ☐ Inboard/Outboard
- ☐ Inboard

16. What electronic gear do you regularly use in your fishing?

17. Do you own a specialized vehicle? i.e., camper or beach buggy. YES

18. How many rods & reels do you own?
Conventional TWELVE
Spinning SIX
Fly NONE
Baitcasting ONE
Other .....

19. How many days a year do you fish? (Please list as days each month):
Jan. 0 Feb. 0 Mar. 0
Apr. 0 May 4 June 4
July 4 Aug. 4 Sept. 10
Oct. 10 Nov. 4 Dec. 0

20. What type articles do you like most?
- ☑ How to make things.
- ☑ Where to go.
- ☑ Surf
- ☑ Bottom Fishing
- ☑ Casting Artificials
- ☑ Trolling
- ☑ Offshore, Big Game
- ☐ Party Boat Fishing
- ☐ Freshwater
- ☐ Cooking Fish
- ☐ Fresh Water
- ☑ Ultra-Light Tackle
- ☑ Boating Safety, Seamanship
- ☑ Beach Buggies
- ☑ Marine Environment

21. Which of the above subjects would you like to see expanded coverage of?

22. Which of the above subjects would you like to see covered less or dropped entirely?

23. Which feature in The Fisherman do read first?
- ☐ Tide Tables
- ☐ Classified Ads
- ☐ Fishing Reports
- ☐ Weekly Fishing Column (Name of column):

24. Your approximate income level:
- ☐ to $10,000 yearly
- ☐ $10,000 to $15,000
- ☐ $15,000 to $20,000
- ☑ $20,000 to $30,000
- ☐ Over $30,000

25. If the monies generated from license fees were used for projects such as marine research, public fishing piers & public launch ramps, increased beach access, construction of artificial fishing reefs, etc., would you be in favor of a Salt Water Fishing License?
☑ Yes ☐ No

COMMENTS:

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WE NEED YOU

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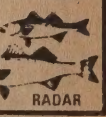

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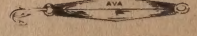

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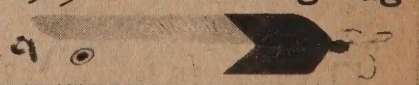

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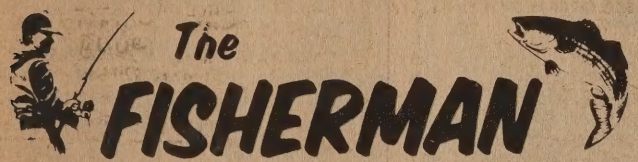

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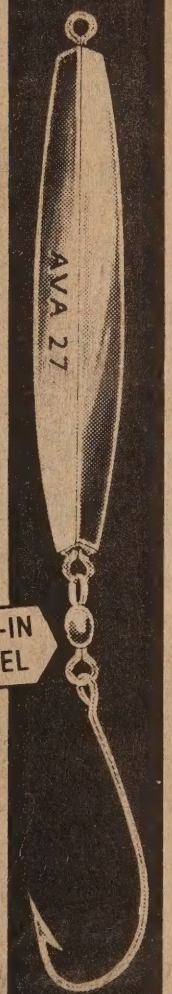

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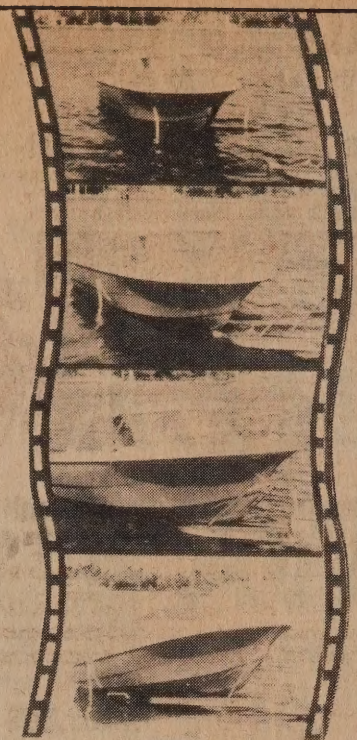

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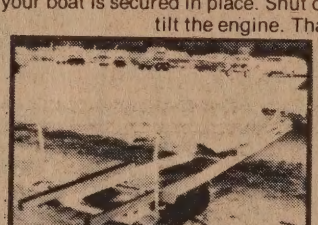

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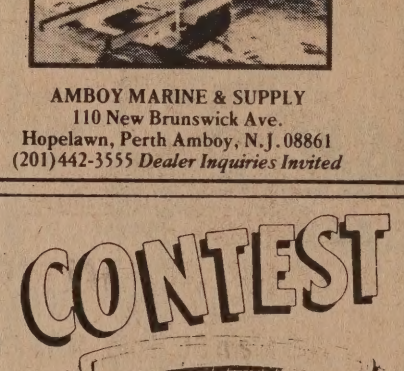
The Long Island FISHERMAN

FISHING TRIP CONTEST

The Long Island Fisherman Litter Box Contest gives our readers a chance of winning a fishing trip for two on the open boat of their choice and a $10 cash prize. All the fisherman has to do is stop in at one of the better bait and tackle centers and pick up an L.I.F. Litter Box for the rear window of your car. Each week the license number of a car spotted with a litter box will be published—if it's yours, call The Fisherman by 5 P.M. that Friday and tell us the make and model of the car and you're a winner! If no call is received, the cash prize will accumulate.



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★ Bonus Prize ★

Contest winners also will receive a NAFABCO GIMBAL ROD BELT, the new lightweight unbreakable plastic gimbal for boat & surf!!!

LAST WEEK'S WINNER:

There was once again no winner this week so next week's winner shall receive $60 plus a free fishing trip for two aboard a boat of his/her choice.

THIS WEEK'S WINNING LICENSE PLATE NUMBER IS:

278-EXD

Weekly winners of the L.I.F. Litter Box Contest may chose a trip for two aboard one of the following boats as their prize:

MONTAUK	CAPTREE	SHEEPSHEAD BAY	NORTH SHORE
Viking Star	Speedy VI	Amberjack IV	Port Jeff Ace
Peconic Queen III	Capt. Ben Litwin	Chief	Betty W
Marlin III	Capt. Joseph Fleet	FREEPORT Aloma II	

BOATING

FREE COURSE IN BOATING SKILLS

A class in boating safety will be held a the Laurel Avenue Jr. High School Northport, sponsored by the Northpor Flotilla, 22-2 of the U.S. Coast Guar Auxiliary. A Young Boatman's cours will run concurrently.

Registration will be on Wednesday January 12 at 7:30 P.M. The classes wil be held on each Wednesday from 8:00 t 10:00 P.M. for 12 weeks.

Enough basic information about ship construction and operation are covere to enable the novice to select the bes boat for his needs, and to sail it wit safety and pleasure.

The course will cover the fundamen tals of: Small Boat Handling, Rules o the Road, Aids to Navigation, Lega Requirements, Nautical Terminology Weather Prediction, and advanced sub jects such as Charting and Navigation Marine Engines, Sailing and Radi Telephone.

A Certificate of Completion will be presented at the end of the first si lessons. Advanced subjects will also be certified. Youngsters from ages 10 to 1 will receive New York Boat Operator Certificates.

Further information may be obtaine by calling 516-261-7989 or 427-8583.

****

Flotilla Commander Harry Frankel has announced that the United States Coas Guard Auxiliary will conduct a fre public education class dealing wit boating skills and boating safety Classes will commence on Monday night, February 7th, 1977 and will be of 2 hour duration. Course will run for 1 weeks.

The course will be rendered in the Clubhouse of the Diamond Point Yach Club which is located at 1350 Paerdega Avenue North, in the Canarsie section o Brooklyn. Anyone desiring further infor mation should phone Comm. Frankel any business day between 9:30 a.m. and 4:30 p.m. at 868-8853.

****

Each year across the nation, Flotillas of the U.S. Coast Guard Auxiliary offe free boating safety courses to the public

Today boating is a family sport. The wife and children no longer stay at home while the head of the family is ou enjoying the water. For this reason, the auxiliary believes it's wise for the whole family to learn boating safety. Everyone is welcome at Coast Guard Auxiliary boating courses.

Color Movies, slides, free boating literature and practical demonstrations

are available for your training at the next coast guard auxiliary course, sponsored by the East Northport Flotilla, starting Thursday, January 20th, 1977, at the Dickinson Avenue School, Dickinson Avenue, E. Northport, 8:00 to 10:00 P.M. Phone 724-1730 for more info.

****

The Islip Flotilla 13, U.S. Coast Guard Auxiliary is offering the 12 lesson boating skills and seamanship course again this spring at the Islip Occupational Center (BOCES) located at 375 Locust Avenue in Oakdale, New York. This course is offered free of tuiton (minimal cost for text) to both men and women interested in learning more about the safe operation of their boats. Classes will start on January 25th, 1977 and run for 12 consecutive weeks. Registration will be on the first night of class, 8 P.M. or for early registration, the eve of Jan. 24th.

Subjects covered in the lessons will include, Rules of the Road, Aids to Navigation, Charts and Compasses, Marlinspike Seamanship, Weather and Radiotelephone Use and much more of interest to the new boatman.

SAFE BOATING COURSE

Flotilla 5-7 of the U.S.C.G. Auxiliary will hold a Safe Boating Course in Manhattan. This is an 8 week course, beginning on Thursday, Jan. 27th, 1977 at 6:45 P.M. at the Marine Inspection Office, Battery Park (next to Staten Island Ferry Slip). This is a free course designed to acquaint recreational boaters with seamanship, rules of the road, safety requirements, boat handling, etc.

Free parking. Nominal charge for materials. For registration information, contact Samuel Weiner, Flotilla Commander at 212 WO 2-1236 or Bob Kaplan at 212 249-3643.

****

The Plum Beach Power Squadron announces a free boating course. Registration will be on January 13th at Kingsboro Community College, Brooklyn at 7:30 P.M. For more info call 212-645-0523.

JONES BEACH POWER SQUADRON

Free Boating Course given by the Jones Beach Power Squadron will begin on January 17th 1977. Classes will be held at Ziegie's Restaurant, 8 Alhambra Road in Massapequa. The 12 week comprehensive course is open to the general public and will begin at 8 P.M. Reservations for the free course can be made by calling either 541-5423 or 221-0709; or visiting our Registration Booth an Sunrise Mall, Massapequa during the week of January 8th through the 15th.

This course will cover everything from handling boats in normal and adverse conditions to mariner's compass and piloting.

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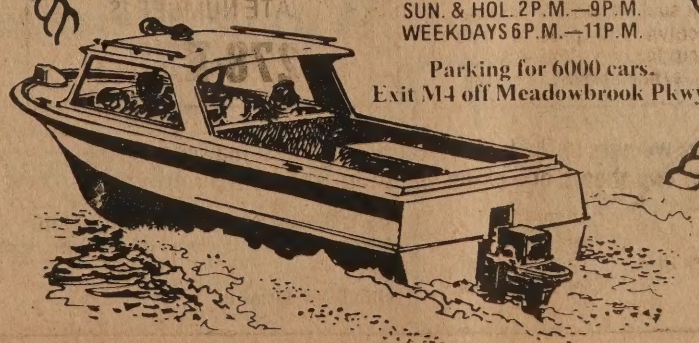
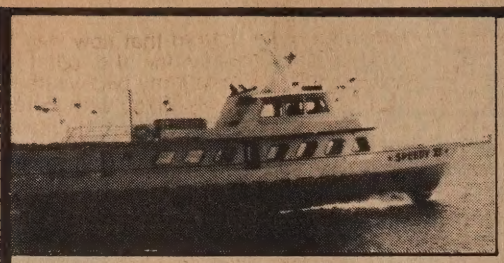


CAPTREE



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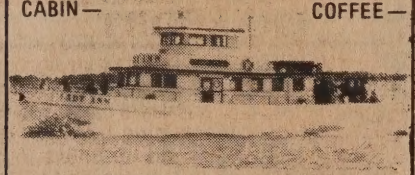

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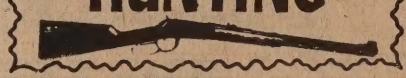

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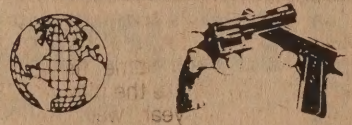

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SOUTH SHORE Fishing Report

MONTAUK

When making the Sunday night calls to get the fishing reports, LIF learned that Captain Lester Behan of the **Peconic Queen III** is scheduled to enter the N.Y. Hospital for heart surgery to replace a faulty valve. Let's all hope and pray that all goes well and a speedy recovery will see Les back at the helm this spring.

Captain Dick Vigilant of the **Triton II** told us that while the codfishing has been good the weather has not, and he still has plenty of open dates for large or small charters for Montauk's famous codfishing. Dick said that he is also now accepting charters for the 1977 season for bass, bluefish, bottom fishing or whatever.

Captain Jimmy Behan of the **Peconic Queen III** reported that the codfishing has been excellent and that last week saw the best fishing this season and the action has been picking up daily. On Tuesday, Pete Mulawka of Long Beach took the pool with a 57½ lb. cod and also had 5 others in the bag. Ben Carp of Valley Stream had to settle for second prize with his 43 lb. baby bacala and also bagged 9 other codfish. Sunday saw a lot of medium range fish move into the area that averaged 4 to 18 pounds. By far the best catch of the year, 37 anglers took over 425 codfish in addition to the big blackfish and pollack that were mixed in. Both the Cartwright Grounds and Block Island area have been producing these good catches.

CAPTREE

Captain George Tweedy of the **Captain Scotty** reported that the average catches have been holding steady at about 1 codfish per man with a few whiting and ling mixed in. Most of the cod are in the 15 to 20 lb. class and the best area has been south/southeast of the inlet in 110 feet of water.

Captain Speedy Hubert of the **Speedy VI** said that the codfishing was good on Tuesday and Wednesday with about 45 cod taken each day while the action on Thursday and Friday was slow. Captree's newest boat didn't sail on Saturday but 25 nice cod were taken on Sunday's trip. Average fish is ranging from 12 to 15 pounds and the pool fish has been in the low thirties daily. Best area has been southwest of the inlet in the old experimental area in 115 to 120 feet of water.

Captain Neil Delanoy of the charter-boat **Lady Ann** called to say that the boat is still booking charters for codfishing in February and March. They are also accepting 1977 bookings for large group charters for bluefishing or bottom fishing in bay or ocean. Neil said that by popular demand the charge for bait has been dropped and in 1977 all bait and

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terminal tackle will be provided to charters free. The **Lady Ann** has a new brochure just off the presses that can be obtained simply by calling the Captain at 516-698-5918.

NORTH SHORE Fishing Report

NORTHPORT

Tom at **Bowman's Sporting Goods** said thank goodness for the power plant because it's giving some fishermen a chance to fish. Before the plants, fishing at this time of year was limited to dreams.

Fellows braving the cold are getting schoolie bass. Tom said it's almost guaranteed that you'll catch at least one if you put in your time. Best lures are ½ ounce white bucktails or whiptails. If one doesn't work, the other will. Some fellows who never caught a bass before, have caught their first fish in the hot water outflow of this Northport Power Plant.

NEW ROCHELLE

Capt. Pete Pearson of the **Klondike VI** is now in Florida having his boat repainted. Pete figured that now was as good a time as any for the painting because of the consistently bad weather. Last Saturday eve we talked with Pete's wife who said the projected timetable calls for the boat to be back in its familiar position in New Rochelle by the end of Feb. We'll keep you informed.

In the meantime Pete, please send us some sunshine and snow-free skies.

N.Y. BIGHT Fishing Report

FREEPORT

Captain Richie on the **Starstream II** tells us that on Thursday, his fares bagged 17 big cod. Sunday's catch was 8 cod, with 7 of them running between 15 and 23 pounds. It should be noted that while the fish are not super abundant they are virtually all big fish.

The **Captain Al** reports that on Monday, angler Joe Karbowski nailed a 53 lb. cod along with 3 other fish from 18 pounds on up. On that same day, sharpie Joel Colden bagged 6 cod. On Friday, Staten Island fisherman Frank Hauber decked a 41 lb. cod. Sunday was picky but old timer and sharpshooter Pete Wenkus of Howard Beach nailed 7 cod fishing the stern. Part of Pete's success is that he flips his baits away from the boat and keeps them still on the bottom. 17 cod were boated on Sunday. Al said that this has been his most consistent codfishing week for the season.

ISLAND PARK

Captain Bill of the **Gennie Mae** just completed an engine repair on Sunday night and hadn't sailed for the weekend but he is going to be out there after cod this weekend.

SHEEPSHEAD BAY

The Eagle reports still loads of whiting fishing southeast of Ambrose and the day and night trips are still equally as productive.

Captain Huck on the **Helen H** tells us that the whiting is still extremely good and that he is now alternating between the BA area and Ambrose. Some ling and mackerel are mixed in. The Fisherman has also received identical reports from the **Elsie K III**, the **Blue Sea III**, the **Dorothy B** and the **New Zephyr** that the whiting fishing continues hot and heavy, and that those seeking to fill the freezer should "come on down".

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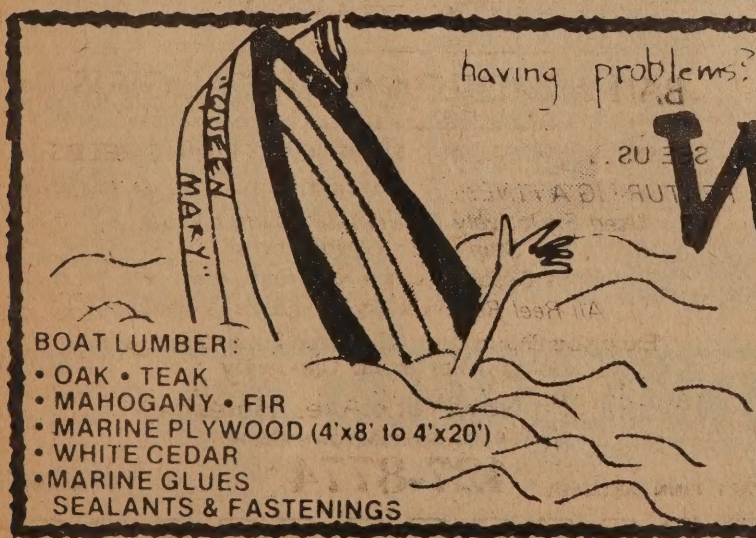

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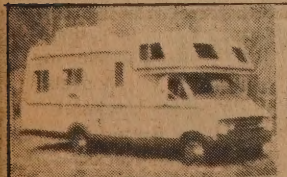

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CONSERVATION COMMENTS

(Continued from page 16.)

state: and Burger of Del.

Those against were Goell of N.Y.; McHugh of N.Y.; Taormina of N.Y. state; Rubelmann of Md. state; Abele of Pa. state; Haynie of Va.; Douglas of Va. state; and Gordon of NMFS.

Those absent were Cronin of Md. and Hargis of Va.

By a 9-8 vote we barely survived the potential embarrassment of rejecting one day what we'd done in joint session the previous day. Both Douglas and Gordon had abstained the previous day. Douglas is an ICNAF commissioner and both of them were negotiators at the ill-fated conference.

Captain Howard Bogan of Brielle, was one of the few spectators on hand for this meeting. He expressed amazement at the close vote and couldn't understand why anyone could support staying in ICNAF under these circumstances. Quite frankly, I can't either. It appears that we have nothing to gain by staying in ICNAF. That organization has failed to conserve the fisheries in the past and shows no sign of changing its spots. The State Department ignores the advice of our industry advisors and doesn't seem to be aware that there's any such thing as a sportfishery. Jake Dykstra reported that our chief negotiator, Ambassador Roxanne Ridgeway told the other nations that the mackerel fishery was of so little importance to American commercial fishermen that ICNAF could manage it for the benefit of the foreign fleets! Obviously, it would have been better if our negotiators were at the hearing in Centereach, rather than bargaining away our fish in the Canary Islands.

It's going to take awhile before the government will become responsive to needs of the sportfishery. You can be sure that I, and many other Council members, will be fighting to see that we get a fair deal. However, we need your help in the form of letters to your senators and congressman, as well as to your representatives on the Councils. Give us the backing and we'll send the message to Washington, loud and clear!

VACATION TIME!!!
The Fisherman will be on vacation the next two weeks.
Next issue is Feb. 3rd.

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CHANGE ME TO COD!

(Continued from page 14.)

get the whole business together, in order and back on its feet FAST. The paperwork and hustle and learning the ropes was very suddenly thrust upon her, but her organizational experience enabled her to pull the business out of the fire in 1st rate fashion.

L.I.F. "When will you quit and retire? (Another loaded question.)

Dotty: "Never!!! I love the work. It keeps me young. I like to be active. Stu, I have absolutely no desire to sit out in the sun like a goddamn orange!"

L.I.F. "Do you have any boyfriends we don't know about (yet another loaded inquiry, your reporter being ready to block an uppercut to the jaw).

Dotty: "Not interested, darling. I could have if I wanted, but I'm not interested. Too busy!"

L.I.F. "What major changes stand out in your mind about the business?"

Dotty: "Now, everything is 'New Boats, new boats.' Fishermen used to be happy with 30-50 footers, but now they want size, speed and comfort, along with fish. Now everybody has big, new fast boats or has plans for theirs. But that's what the people want and that's what you have to give 'em—or you lose 'em. You got to keep up with the times, honey, if you want to stay in business."

So Dotty continues on, all 73 years worth.

"I'm very mellow dealing with people, very patient. But I wasn't always that way. When I used to go to business in the city, they called me Simon Legree. I love people, but hate when somebody calls and I tell them what the boat is catching and how they're doing and give them directions and all, and then they ask if I could tell them what's doing in Montauk?"

L.I.F. "If you're so mellow, why do you yell at me over the phone when you call in an ad change?"

Dotty: "Because I love ya, darling!"

The interview is almost over.

L.I.F. "Any thing else we should know, Dotty?"

Dotty: "Just that my Captain, Richie is wonderful. He's like an adopted son. Many people come on the boat and ask Richie who that woman was that they spoke to on the phone. You know what he tells 'em? He tells 'em "That's my mother."

VACATION TIME!!!

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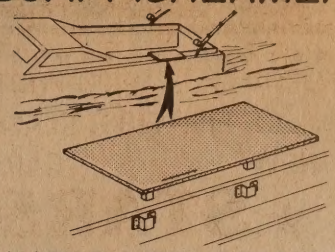
Next issue is Feb. 3rd.

VACATION TIME!!!

BOAT FISHERMEN



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HIGH TIDE TABLES

DAY	SANDY HOOK AM	SANDY HOOK PM	Breakwater Harbor AM	Breakwater Harbor PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM	NEWPORT AM	NEWPORT PM	DATE
THUR	1:29	1:45	2:13	2:32	2:01	2:20	3:07	3:34	4:35	5:07	4:58	5:27	1:31	1:58	1/13
FRI	2:33	2:55	3:18	3:39	3:04	3:30	4:09	4:39	5:42	6:25	6:00	6:35	2:34	3:01	1/14
SAT	3:40	4:06	4:22	4:45	4:12	4:42	5:09	5:42	7:01	7:57	7:03	7:38	3:36	4:02	1/15
SUN	4:43	5:10	5:25	5:49	5:18	5:47	6:07	6:43	8:21	9:09	8:03	8:39	4:34	5:00	1/16
MON	5:40	6:08	6:23	6:47	6:16	6:45	7:02	7:37	9:27	10:07	9:01	9:34	5:29	5:54	1/17
TUE	6:32	6:58	7:15	7:42	7:09	7:36	7:55	8:28	10:23	10:58	9:56	10:25	6:22	6:46	1/18
WED	7:21	7:45	8:09	8:32	7:58	8:26	8:46	9:18	11:12	11:47	10:46	11:16	7:12	7:35	1/19
THUR	8:08	8:33	9:02	9:25	8:46	9:17	9:39	10:11	12:00	—	11:34	—	7:59	8:21	1/20

HOW TO USE TIDE TABLES

To compute the high tide for the area you wish to fish, simply find the closest area on the conversion tables. Add or subtract the hours and minutes as indicated from that areas station above. Example: Shinnecock Inlet. —0 50 is listed under "On SANDY HOOK." —0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6 hours to this figure.

On SANDY HOOK

STATEN ISLAND	+ 0 27
ATLANTIC HIGHLANDS	— 0 01
Red Bank, Navesink R.I.	+ 0 48
Long Branch	— 0 34
SHARK RIVER INLET	— 0 18
Shark River Basin	+ 0 27
MANASQUAN INLET	— 0 12
Seaside Park	— 0 33
Mantoloking Bridge	+ 5 34
TOMS RIVER	+ 4 37
Waretown	+ 2 33
BARNEGAT LIGHT	— 0 20
Manahawkin Bridge	+ 2 33
Beach Haven	+ 1 47
LITTLE EGG INLET	— 0 01
Seven Islands	+ 0 12
Graveling Point	+ 1 05
Mullica River	+ 1 55
Grassy Bay	+ 1 08
ABSECON INLET	+ 0 14
Atlantic City Pier	— 0 26
Gt. Egg Harbor Inlet	+ 0 12
GREAT EGG HARBOR	+ 0 46
CORSON INLET	+ 0 09
TOWNESEND INLET	+ 0 06
HEREFORD INLET	+ 0 02
Grassy Sound Bridge	+ 0 45
Cape May Harbor	— 0 02
Rehoboth Beach	— 0 07
INDIAN RIVER INLET	+ 0 14
SHINNECOCK INLET	— 0 50
Shinnecock Bay	+ 1 25
East Quogue	+ 2 45
Shinnecock Canal	+ 1 18
Indian Reservation	+ 3 05
MORICHES INLET	— 0 56
Smith's Point	+ 3 28
Harts Cove	+ 1 30
Potunck Point	+ 3 35
Mastic Beach	+ 3 28
FIRE ISLAND INLET	— 0 38
Democrat Point	— 0 38
Coast Guard Station	— 0 19
Fire Island Light	+ 0 47
GREAT SOUTH BAY	
Sayville	+ 3 39
Heckscher State Pk.	+ 3 20
Bay Shore	+ 2 23
Babylon	+ 2 12
Amityville	+ 2 21
JONES INLET	— 0 19
Zachs Bay	+ 1 25
Seaford Harbor	2 05
Freeport Creek	+ 0 34
E. ROCKAWAY INLET	— 0 06
Long Beach Bridge	+ 0 19
ROCKAWAY INLET	— 0 00
Beach Ch. Bridge	+ 0 38
JFK Airport	+ 0 26

On BRIDGEPORT

Lloyd Point	+ 0 06
Cold Spring Harbor	+ 0 08
Bayville Bridge	+ 0 13
Eatons Neck Point	+ 0 03
Northport Bay	+ 0 03
Norwalk Islands	+ 0 10
Smithtown Bay	— 0 03
Cranes Neck Point	+ 0 05
Port Jefferson Harbor	+ 0 03
New Haven Harbor	+ 0 08
Mount Sinai Harbor	— 0 08
Herod Point	— 0 07
Mattituck Inlet	+ 0 19
Horton Point	— 0 20
Truman Beach	— 0 42
Falkner Island	+ 0 13
Sachem Head	— 0 10
Branford Harbor	— 0 07
New Haven Harbor	— 0 08
Milford Harbor	— 0 07
Stratford	+ 0 27
Shelton	+ 1 36
Black Rock Harbor	— 0 03
Saugatuck River	— 0 01
South Norwalk	+ 0 10
Greens Ledge	— 0 01
Stamford	+ 0 04
Cos Cob Harbor	+ 0 06
Greenwich	+ 0 02

On NEW LONDON

Orient Point	+ 0 27
Little Gull Is. (Race)	+ 0 12
Greenport	+ 1 04
Southold	+ 1 43
New Suffolk	+ 2 26
South Jamesport	+ 2 32
Shinnecock Canal	+ 2 33
Noyack Bay	+ 2 05
Sag Harbor	+ 0 59
Gardiners Bay	+ 0 21
Promised Land	— 0 14
Montauk Inlet	— 0 25
Montauk Point	— 1 13
Niantic	+ 1 20
Stonington	— 0 33
Noank, Mystic River	— 0 23
THAMES RIVER	
Smith Cove	— 0 01
Norwich	+ 0 09
CONNECTICUT RIVER	
Saybrook Jetty	+ 1 10
Lyme	+ 1 24
Essex	+ 1 38
East Haddam	+ 2 41
Higganum Creek	+ 2 54

On WILLETS PT.

Little Neck Bay	— 0 [illegible]
Execution Light	— 0 06
Manhasset Bay	— 0 01
Hempstead Harbor	— 0 11
City Island	— 0 03
Rye Beach	— 0 28
Port Chester	— 0 09
Mamaroneck	— 0 08
New Rochelle	— 0 24
Davids Island	— 0 02

On SHINNECOCK BAY

CAPE MAY POINT	— 0 10
Miami Beach	+ 1 17
East Point	+ 0 53
Egg Island Point	+ 0 33
Cape Henlopen	— 0 05
ROOSEVELT INLET	+ 0 09
Mispillion River Ent.	+ 0 33
St. Jones River Ent.	+ 0 57

On NEW YORK

Jersey City	+ 0 07
Geo. Washington Br.	+ 0 46
Spuyten Duyvil	+ 0 59
Ossining	+ 1 53
Peekskill	+ 2 24
West Point	+ 3 16
Newburg	+ 3 42

On NEWPORT

Sakonnet	— 0 10
Tiverton	+ 0 21
Beavertail Point	— 0 02
Prudence Is., Sandy Pt.	+ 0 10
Bristol	+ 0 10
Warren	+ 0 21
Nayatt Point	+ 0 12
Pawtucket	+ 0 21
East Greenwich	+ 0 16
Wickford	+ 0 12
Narragansett Pier	— 0 08
Point Judith Harbor	— 0 07
BLOCK ISLAND	
Great Salt Pond	+ 0 05
Old Harbor	— 0 14
Watch Hill Point	+ 0 44

SUNRISE/SUNSET

12/6	7:13	4:29
12/11	7:18	4:28
12/16	7:22	4:29
12/21	7:25	4:31
12/26	7:27	4:34

PHASES OF THE MOON

NEW	1st Qtr	FULL	2nd Qtr
12/21	12/28	12/6	12/14

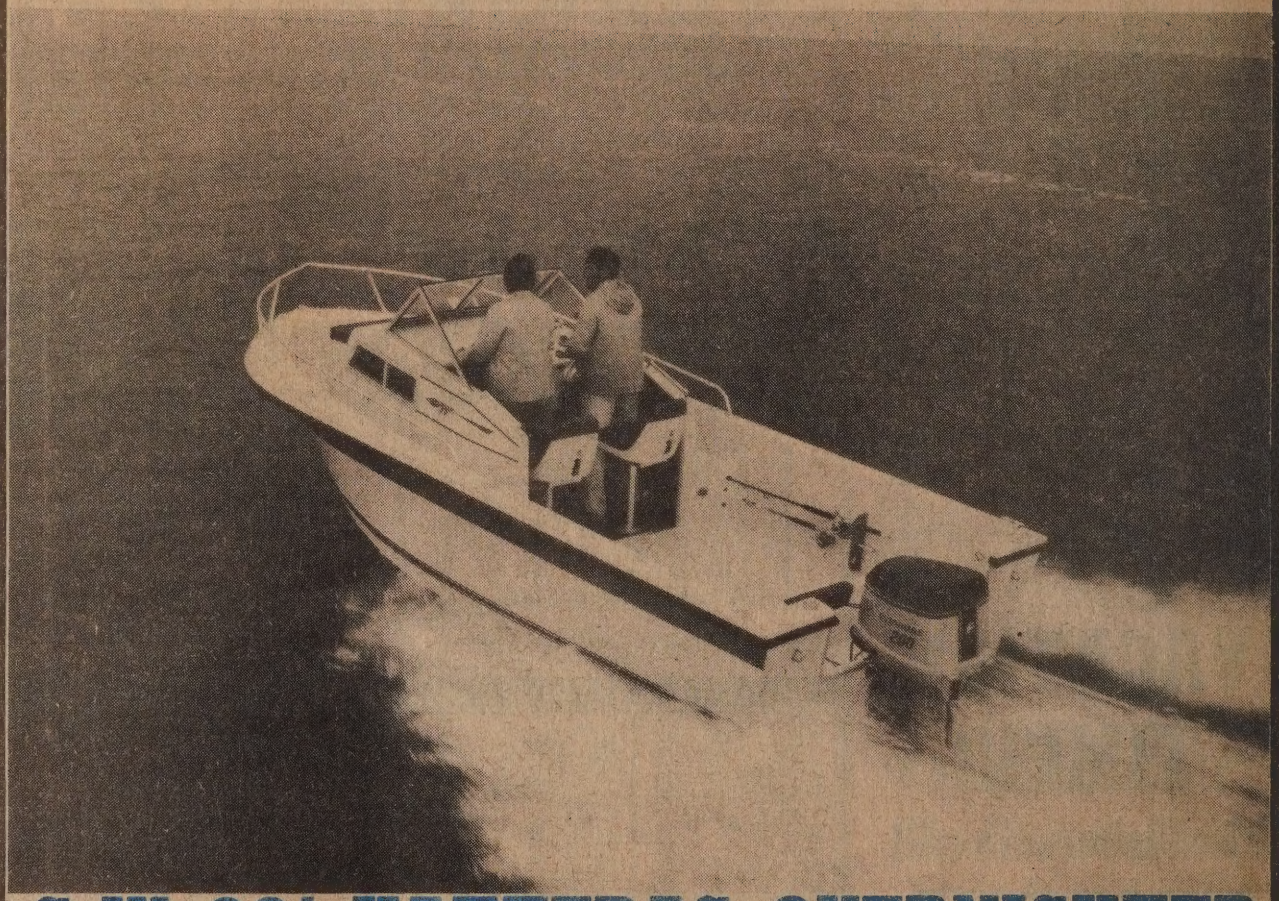
The Original Knight SOLUNAR TABLES When To Fish Or Hunt

The schedule of solunar periods for the following week as printed below has been taken from the original Knight Solunar Tables. Plan your day so that you will be fishing good areas during these times when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for an hour-and-a-half or two hours thereafter, and are in the bold type face. The minor periods are shorter in duration and lighter type.

	AM		PM	
	Minor	Major	Minor	Major
THURS.	11:05	5:10	11:20	5:40
FRI.	11:40	6:00	—	6:30
SAT.	12:10	6:55	12:45	7:25
SUN.	1:05	7:50	1:40	8:20
MON.	2:00	8:45	2:35	9:15
TUES.	2:55	9:40	3:30	10:05
WED.	3:50	10:30	4:20	11:00
THURS.	4:40	11:25	5:15	11:55

GRADY—WHITE



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